Proposed CFB West Master Plan

Collaboratively
Prepared by:

THE CITY
OF CALGARY

Alberta
GOVERNMENT OF ALBERTA

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CFB West Master Plan

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How to Use This Plan

The purpose of a Master Plan is to outline a vision and policy framework of the land uses and public systems for an area in a comprehensive manner. Therefore, no single chapter of the Plan can be read in isolation from the others. The following table illustrates the organization of the CFB West Master Plan.

A Vision for the Future	Paints a quick picture of what this area will be like.
Executive Summary	A brief overview of the Plan's contents.
Part I - Context 1.0 Introduction 2.0 Background	Provides the setting for the Plan and describes its role in the planning process.
Part II - Planning Framework 3.0 Goals and Principles 4.0 Development Concept 5.0 Urban Design 6.0 Environment 7.0 Heritage Conservation and Military Legacy	Outlines the goals, principles and concepts that guided the preparation of the Plan and that will guide the subsequent planning approval processes through which it will be implemented.
Part III - Land Use Policy Areas 8.0 Residential 9.0 Mixed Use 10.0 Business / Office 11.0 Institutional 12.0 Parks, Open Space and Schools	Deals with specific areas, setting out the appropriate land uses for each area and the policies that govern them.
Part IV - Circulation 13.0 Road Network 14.0 Transit Network 15.0 Pedestrian and Bicycle Network	Outlines the circulation system, which includes the road, transit, pedestrian and cyclist networks.

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Part V - Servicing and Implementation........................

16.0 Servicing
17.0 Planning Approvals/ Special Information Requirements
18.0 Customized Infrastructure
19.0 Phasing of Development
20.0 Infrastructure Funding
21.0 Monitoring of the Plan

Outlines the servicing system for the area and describes the various mechanisms that will be used to ensure that the goals, principles and policies of the Plan are implemented through subdivision, land use redesignation, and development decisions.

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A Vision for the Future

A Vision for the Future

The CFB West Master Plan will transform what was once a Canadian Forces military base, surrounded by a variety of uses, into a vital new community. The vision that guides the Master Plan is that of ***a vibrant, mixed-use, sustainable community on the edge of the inner city where people can live, learn, work and play.***

The community has an identity and a character all its own. It boasts of features that no other community in Calgary can claim. It combines an appreciation of the past with an excitement about the future. To achieve this vision, numerous components must work together.

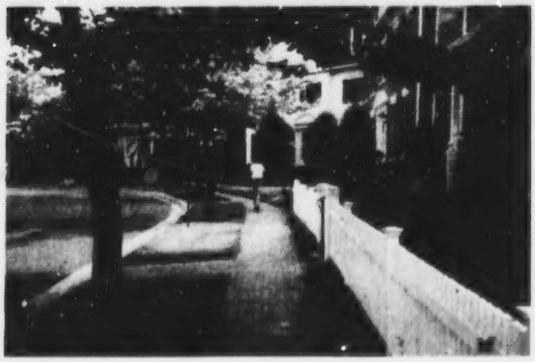
The community supports new approaches to moving around. *The car becomes only one of several options. People can walk and cycle to nearby schools, offices, shops and parks. Downtown workers can take advantage of frequent, direct bus service. Avid cyclists can connect to regional pathways and commute to work on two wheels rather than four. The community benefits from an improved environment and healthy lifestyles.*

The community embraces its history *by protecting the historically significant buildings and spaces and giving them new life. It celebrates its association with its military past by commemorating those who were stationed here. It preserves the elements that reflect a different era, such as decades-old trees and narrow streets. The result is a new community that respects its heritage and feels like it has been here for years.*

The community fosters diversity. *It encompasses many different uses: homes, businesses, services, stores, schools, and parks. The mixture happens on a broad scale over the whole community and on a fine scale within neighbourhoods and even within buildings. The community also offers a diversity of housing types. People can choose to live in single-family and semi-detached homes, townhouses, apartment buildings, or, perhaps, suites in houses or above garages, depending on their needs. People at different stages of life or in different circumstances can feel at home here.*

A Vision for the Future

The community has an "inner city" character throughout. *Buildings are placed near the sidewalk, facing the street, and they offer a variety of architectural styles to welcome pedestrians and provide an interesting environment. Streets are narrow, sidewalks are wide, encouraging drivers to slow down, increasing safety and encouraging residents to walk and bike.*



The community boasts a great system of parks, streets and pathways. *The parks are more than merely decorative, and the streets are more than transportation arteries. The system provides vital connections within the community and to its neighbouring communities. The elements of this system anchor the different parts of the community:*

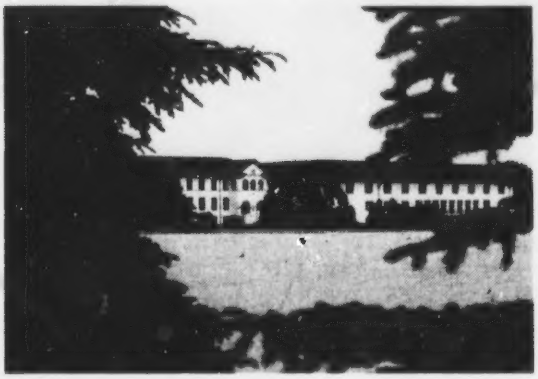
places to live, work and learn are structured around the system of streets, parks and pathways. Pedestrians, cyclists, and buses share the streets with cars, and roadways have been designed with this in mind.

A variety of new parks lets people choose their level of activity, offering places both to sit and relax and to enjoy more active pursuits. The parks are connected by pathways and sidewalks for evening strolls or family bike rides. A park along the ridge in the western portion of the community protects stands of mature trees and offers views of the mountains. Parade Square park provides for many activities throughout the year, in the midst of historic buildings. An active recreational park in the southern Lincoln Park area provides playfields for employees and residents. Smaller parks and pathways have been carefully located within the

neighbourhoods to serve the needs of local residents, to give people landmarks, and to create a sense of neighbourhood identity.

The community incorporates Parade Square and its adjacent buildings as an important focal point. *The buildings provide spaces for offices, classrooms, restaurants, stores and apartments while their external appearance is preserved. The square itself is landscaped and designed to accommodate activities ranging from people-watching and walking to playing games. People live in the immediate area in seniors' housing, townhouses and apartments. Parade Square is an attraction for local residents and all Calgarians. Bus routes, pathways and streets are aligned to bring people to this active, thriving place.*

The community builds on the existing educational and cultural components of the area. *The existing Bishop Carroll Senior High School, École Ste. Marguerite Bourgeoys Francophone School, La Cité des Rocheuses Francophone Centre, and Mount Royal College are linked to other parts of the community through streets and pathways. In addition to these physical connections, students and programs link to the businesses and services that locate here. Expansion of these institutions happens in ways that enhance these connections and ensure integration with the surrounding community.*



A Vision for the Future

The community enables people to live in close proximity to their work. *People can choose to work from home. They can work within their building in mixed-use areas like the Parade Square Precinct. They can live near the existing schools and Mount Royal College. They can also live near the office parks. This close proximity helps to reduce the number of times and the distances people need to drive their cars. It also allows people to replace commuting time with time spent with their families, pursuing hobbies, or leading active lifestyles.*

Businesses that locate in the community take advantage of existing buildings to meet a range of needs, from storage, workshop and studio spaces to offices and meeting places.

Expanding CFB West's role as an employment area also brings jobs closer to residents in the rest of the western sector of the city.

The Master Plan's goals, principles, concepts and policies are all aimed at making this vision a reality.

Executive Summary

Executive Summary

> *"Public policy should encourage compact, pedestrian scale development with shopping, services, and employment close to home. If we follow this course, many other benefits are likely to follow. Communities would be less fragmented... Neighbourhoods might become more stable and vigorous, offering their inhabitants welcome relief from the increasing stresses of modern life."*
>
> ***Philip Langdon, A Better Place to Live***

The closure of CFB Calgary represents a unique opportunity in planning for change in the built area of the city. It is a large area of land strategically located at the edge of Calgary's inner city and at the junction of Glenmore Trail and Crowchild Trail, two of Calgary's major expressways. This is a rare chance to combine significant redevelopment with existing development and large areas of new development, and to blend together a broad range of uses. From the outset of the CFB West project, the public has recognized that this is a special area that demands special treatment.

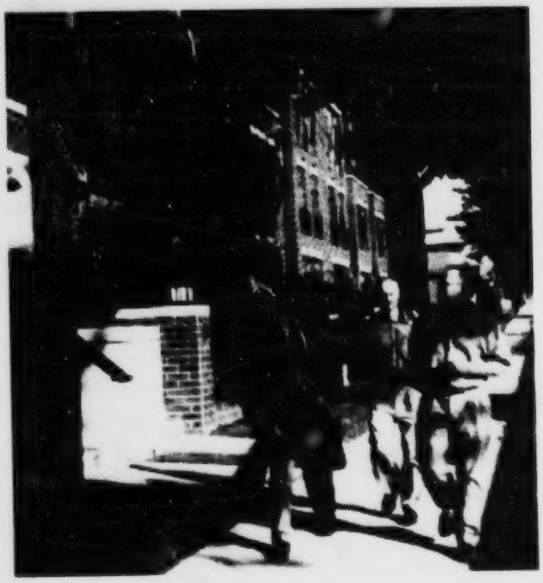
Calgary City Council responded to the challenge of the Base closure by establishing a unique planning process, with a unique product. The process called on Canada Lands Company, The Province of Alberta/Mount Royal College and The City of Calgary to work together to prepare a comprehensive plan for the area, in consultation with a Citizens' Advisory Roundtable (CAR). Further, the process included extensive consultation with on-site stakeholders, surrounding communities, and interested citizens. The result of this process is a Master Plan. The Master Plan represents a new type of planning document for The City, and is well-suited to addressing the challenges and opportunities of this unique site.

The Master Plan "sets the table" for future development by addressing how the lands vacated by CFB Calgary and the adjacent lands can be reused, redeveloped and transformed into a vital new community. The aim is to create a community where people can live, learn, work, and play. The Plan also seizes the opportunity to implement strategic City policies by creating a community that is sustainable over time.

What's Special About this Plan?

Some of the most notable aspects of this Master Plan, which distinguish it from other plans, are:

The Plan focuses on creating a pedestrian, cyclist and transit-friendly community within a city dominated by the private automobile. Every aspect of this Plan, from the combination of activities, to the location and design of roads, to the placement and design of buildings, is influenced by this goal. The Master Plan creates places and connections that make walking, cycling and public transit more attractive options for many daily trips, including the journey to work.



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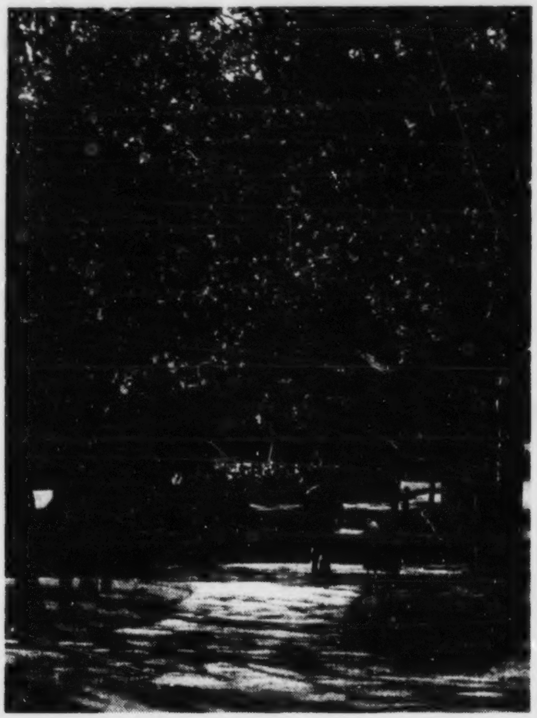
The Plan weaves together existing land uses and new development to create a sense of community. The planning area already contains a mixture of land uses. However, these military, educational, health-care, industrial, residential and open space uses have not operated as a community. By adding new homes, businesses and services, and physical connections among the new and existing areas, the Plan draws together the elements that will create a new sense of community.



The Plan balances jobs and residents within the same community. The Plan adds employment-generating businesses to the major employers already in the area, and gives people the opportunity to live near their place of work, and walk or cycle to their job. It also provides an alternative to downtown or suburban locations for businesses, and injects much needed jobs into the western sector of the city.

The Plan incorporates the most significant concentration of designated Provincial Historic Resources in any urban centre in Alberta. While the historically significant features of these buildings and landscapes will be retained, the Master Plan establishes a framework for their rebirth as important community assets.

The Plan creates a special place on and around Parade Square. This area's mix of retail, office, institutional, residential and open space is unusual in the city outside the downtown core.

The Plan preserves unique elements of the area, including mature vegetation, topography, and historic elements. It also takes the next step, and outlines how these elements can be integrated into the new development.

The Plan recognizes the need to provide housing opportunities for a range of income levels. Innovatively designed and affordable housing catering to different markets is encouraged. The Plan also encourages non-market approaches to providing affordable housing.

The Plan provides for approximately 35 acres of local parks and open space, in addition to the approximately 80 acres of local and regional parkland and school yards that already exist within the planning area. The open space is designed to accommodate a wide range of formal and informal uses. Parks include a range of environments, from manicured to natural, and a range of sizes, from large spaces to more intimate urban parks. The two Calgary school boards have determined that they can serve the future population of this area by using existing schools in adjacent neighbourhoods. Therefore, none of the new open space is required for school buildings.

Overview of the Contents

Vision

The vision that guides the Master Plan is that of a vibrant, mixed-use, sustainable community on the edge of the inner city, containing an urban and fine-grained mix of land uses, activities and housing types.

Context

The Plan has been prepared within the context of City Council policy and direction, the surrounding communities, the area's history and existing conditions, and public consultation.

Planning Framework

The policies of the Plan are based on a foundation of **goals and principles**, which expand on the vision and make it a reality.

The **concept** at the core of the Plan is that the area should build and expand on the existing mixture of land uses and activities in a way that accommodates growth in an efficient and environmentally sound manner. The various land uses and activities must be connected to one another by an integrated circulation system that favours alternatives to the car by promoting walking, cycling and transit.

The Master Plan area is expected to accommodate a population ranging from approximately 6,600 to 9,100 people and to provide up to 10,000 jobs. These estimates include the 1,900 people who already live there and the existing 3,400 jobs which will remain or be replaced.

The Plan explicitly recognizes the role of **urban design** in creating a liveable community with a unique character. It therefore contains policies to ensure that new development and public systems, including streets, open spaces and pathways, support a positive image for the redevelopment of CFB West, respond to the principles of sustainability, and fit with existing development and the surrounding communities.

Policies also address the creation of a healthy and **environmentally sustainable** community that protects the quality of the air, water and land, and preserves and improves the natural environment.

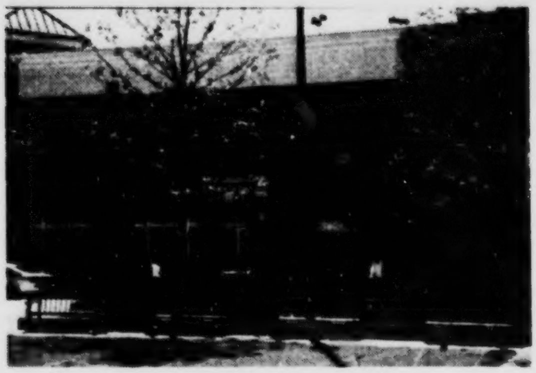
A key component of the Plan is to commemorate the **military legacy** of CFB Calgary by supporting the preservation, rehabilitation and adaptive reuse of its historic landmarks, and ensuring that historic resources are respected and appropriately integrated with the redevelopment of the Base.

Land Use Policy Areas

A significant proportion of the former Base will be redeveloped with housing. The Plan's policies accommodate a diversity of **residential development** in a compact urban form that minimizes land consumption and servicing costs, and promotes a transit, bicycle and pedestrian supportive development pattern. The broad range of housing types accommodates different needs, lifestyles and income levels. This range of types includes building new homes, and reusing and integrating existing residences.

Residential development will be located primarily on the former Currie Barracks lands north of Richardson Way and south of Richmond Green Park and Richmond Green Golf Course, and on the site of the former military housing at the south end of the planning area. Densities and building forms are distributed in these areas in a way that is compatible with surrounding communities. The development pattern will encourage transit ridership, and will provide housing variety.

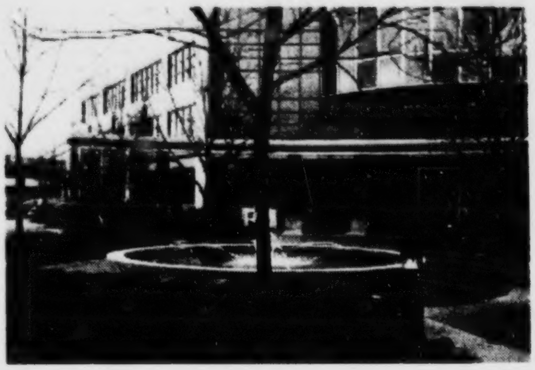
The entire planning area already includes a broad **mix of land uses**. The planning area covers two areas that represent a finer mix of land uses, although they will be very different in character. The first is in the south end of the planning area, west of Richard Road. It includes a mix of residential, retail, and office, and is generally based on land uses approved before the closure of the Base. It takes advantage of its visible location along Glenmore Trail.



The second mixed use area is proposed for the Parade Square precinct. This area will include a more concentrated, comprehensively designed mix. The Plan's policies provide for the Parade Square precinct to include residential, retail, institutional, office and other services; and to preserve and reuse the significant historic buildings adjacent to the square. The aim is to create a special place with variety, vitality and character, to animate the streets, and to provide convenience and security to residents, employees and visitors.

Most of the retail stores and services for the local community will locate along the main entrance into the community from Crowchild Trail, along a re-aligned Caen Avenue. Along this "Main Street", retail and service uses will occupy the main floors of buildings, and offices and apartments will occupy the upper storeys.

Adding employment-generating **businesses** is an important goal for two significant reasons. First, it creates a balance between the number of residents and the number of jobs, providing the opportunity for people to live and work in the same community. This makes it convenient to commute to work by walking or cycling. Second, it helps to fulfill The City of Calgary's employment centre strategy, which attempts to create employment nodes throughout the city. This relieves the pressure on the downtown core and traditional employment areas on the east-side of the city, and the roads that serve them. It is particularly critical on the west side of Calgary, which has a large share of the city's population, and a very small share of its jobs.



It is important that businesses be compatible with their surroundings. The Plan is very selective about the ways in which business and office uses will be accommodated in this area, and the types of businesses that will be allowed. Therefore, the Plan includes policies calling for a range of employment opportunities in an urban setting, characterized by a high-quality, cohesive design.

The Master Plan directs business and office uses to two locations. Office, high-technology and research-related businesses are encouraged to locate in the proposed Lincoln Park Business Park, encompassing the site currently leased by ATCO Industries south of 50 Avenue S.W., and a vacant site north of 50 Avenue.

Film and television production businesses, which have been successful as interim uses, are encouraged to continue to use the former hangars north of Richardson Way and to add new development as necessary to this area.

Auto-oriented businesses, large-scale warehouses, and destination retail are not permitted in business/ office areas.

Institutional uses already figure prominently in this area. They encompass educational and community uses, healthcare-related uses, care facilities for seniors, churches, City services, and continuing military uses. The Plan's institutional policies address how existing, new and expanded facilities can be integrated into the CFB West community. The Plan includes policies to address the possible future expansion of Mount Royal College. Additional institutional uses are encouraged to locate in mixed use areas.

Parks and open space play a strong role in this Master Plan. A variety of open spaces are provided to meet the recreational needs of the community, to preserve and enhance existing natural areas, and to provide identity and character to different parts of the community. Combined with the existing open spaces in the planning area, the result is a comprehensive open space system that ensures that every residence will be within a maximum five minute walk of a park. The new components of this system will be a large park along the ridge of high ground on the west side of the planning area, which will preserve trees and a more natural area; a park on the Parade Square, designed to accommodate a range of recreational uses; a significant neighbourhood park to serve the residents and employees in the south; and smaller parks to serve local residents.

It is expected that future residents of CFB West may join surrounding community associations and may contribute to their vitality.

Circulation

Providing for land uses alone cannot create a community. The land uses need physical connections .

The physical connections are achieved through a **circulation network** that is safe, convenient, and aesthetically pleasing, and that meets the needs of pedestrians, cyclists, transit users and vehicles in a balanced manner. There are three main networks in the circulation system.

(1) **The network of roads** is designed to accommodate cars, to allow for direct transit routing through the community, to provide pleasant and safe walking environments, and to minimize the impact traffic to and from CFB West has on neighbouring communities.

(2) **To promote the use of transit**, the Master Plan includes policies providing for direct, convenient and efficient bus service serving CFB West. The result is a community where virtually all residences are within a five minute walk of a transit stop, and where transit routes connect people to the rest of the city, including to the downtown and to the Chinook LRT station.

(3) **A pedestrian and cycle network** of streets and sidewalks, supplemented by regional and local pathways, provides connections through the community and to adjacent neighbourhoods. Connections to the city-wide pathway and bikeway systems also support commuter cycling.

Servicing and Implementation

The Master Plan includes policies to ensure that **utilities and services** are delivered in a safe, logical, and efficient manner. The Master Plan also includes an implementation strategy to ensure the timely and orderly implementation of its policies. It includes specific direction to assist developers in designing their proposals, and to assist City Council and its Approving Authorities in evaluating them. It will be flexible enough to accommodate market changes while ensuring an attractive urban form that satisfies the vision and the goals.

It is recognized that existing City standards may have to be adapted to accommodate this site's unique features, such as historic elements and mature vegetation, and to support the desire to create a unique, liveable urban community. The Plan, therefore, supports the use of customized design for public infrastructure systems, to help create this unique character and identity for the community. Further, it provides for the logical and efficient phasing of development, by requiring the co-ordination of utility and transportation improvements with development.

Executive Summary

The Plan recognizes CFB West as an area that demands new approaches. It requires a blending of the past and the future, by incorporating what already exists into a cohesive new community. It requires a plan that recognizes how communities have developed in the past, but also lays the foundation for how communities must develop in the future, in order to shape the city Calgary is to become.

Part I, Context

Chapter 1 - Introduction
Chapter 2 - Background

1.0 Introduction

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment in order to achieve an orderly and compatible pattern of development and to enhance the quality of life. The starting point of this process for the CFB West lands is a Master Plan. A Master Plan is a broad planning document intended to establish a vision and policy framework for the redevelopment of the planning area and guide both short and long-term decisions relating to more detailed planning and physical design.

The purpose of the CFB West Master Plan is three-fold. Firstly, it refines and implements The City's planning objectives as conveyed in its major strategic planning documents (Calgary Plan, Calgary Transportation Plan, and Sustainable Suburbs Study) by promoting community development that is fiscally, socially and environmentally sustainable, while having regard to adjacent and downstream concerns. Secondly, it provides policy guidance and direction for subsequent land use, subdivision, and development decisions which, when taken together, will determine the shape of the community. Thirdly, it provides for creativity and innovation in designs to enable an exciting, liveable community, while also meeting the demands of the marketplace.

1.2 Mandate of the Plan

City Council established a number of directions for the planning of the CFB West lands, including:

- that the area be planned comprehensively and include former CFB lands as well as adjacent lands, such as ATCO Industrial Park and Mount Royal College;
- that the Plan be prepared through a collaborative, consultative process which addresses the needs and wishes of the major landowners, including the Canada Lands Company, Mount Royal College/The Province of Alberta, and The City of Calgary;
- that the future of these lands be determined through a public planning process;
- that the Plan be prepared in the context of Council-approved strategic policies such as the Calgary Plan, the Calgary Transportation Plan, and the Sustainable Suburbs Study, and have regard to adjacent community and downstream concerns; and
- that the Plan enable individual landowners to submit land use redesignation and outline plan applications, without the need for further policy work.

1.3 Authority of the Plan

The CFB West Master Plan is not a statutory plan authorized under the Municipal Government Act. Nevertheless, it has undergone an extensive public review process and has been approved by City Council following a Public Hearing. It, therefore, represents City Council's views with respect to the future planning and development of CFB West and must be taken into account by the Approving Authorities and the public when reviewing subdivision, land use and development applications within the planning area. In addition, the Plan will guide the Administration in undertaking any municipal improvements or programs related to CFB West.

The CFB West Master Plan comprises two documents: the Plan, itself, and a Supporting Information document. The Supporting Information document does not form part of the adopted Plan. It is intended to summarize the information and analysis on which the Plan is based, and to provide a context to the Plan's policies.

1.4 Interpretation of the Plan

Any significant change to the Plan's maps or policies requires an amendment to the Plan, with a non-statutory public hearing which will be advertised in accordance with City policies. A proposed plan amendment shall be circulated for comment to the community / residents' association or associations within the planning area if existing, and to any immediately adjacent community association which may be impacted by traffic resulting from the changes proposed by the amendment.

The maps and policies within the adopted Plan are intended to be complied with relative to decisions on land use redesignations, outline plans, subdivision plans and development permits. Any accompanying text included with a policy is provided for information purposes only to enhance the understanding of the policy. Where there is a conflict in interpretation between a map, the accompanying text, and the policy, the policy will take precedence.

The boundaries of all land use policy areas, the location of any symbols shown on a map and all quantities and figures contained within the adopted Plan are not intended to be absolute and may be varied where the variance is considered to be minor and consistent with the general intent of the Plan.

In addition, a variance to policies will be permitted where, in the view of the Approving Authority, the variance is permitted to be:

- minor and does not compromise the achievement of the intent of the Plan;
- necessary to address unique circumstances that would otherwise render compliance impossible or impractical; and
- site specific and does not result in the policy being unworkable in other situations.

All illustrations, sketches, and pictures are intended to illustrate concepts included in the Plan and are not an exact representation of an actual development. They are to serve solely as examples of what might occur after implementation of the Plan's policies and guidelines.

The following terms are used throughout the Plan and are interpreted as follows:

- “shall or “will” is mandatory;
- “should” is directive but not necessarily mandatory;
- “may” is permissive; and
- “includes” shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character.

1.5 Timeframe and Revisions to the Plan

The Plan is future oriented and depicts how CFB West is to be developed over an extended period of time through a series of public and private initiatives. No specific timeframe is applied to the Plan although some development is expected to begin soon after plan approval. Most of the proposed development is expected to be realized within 15 or 20 years. While the Plan attempts to envision a desired future, planning is a dynamic process and changes to the Plan will inevitably be required to respond to changing circumstances. The Plan may be reviewed and updated either generally or in regard to a specific issue as determined necessary by City Council to ensure that it remains current and relevant.

1.6 Organization of the Plan

The CFB West Master Plan is organized into the following sections:

Part I, Context. Chapters 1 and 2 provide an introduction and background information about the planning area, its history and the planning process to provide a context for the Plan.

Part II, Planning Framework. Chapters 3 to 7 cover the planning goals and principles, describe the development concept, and outline the policies on urban design, heritage conservation, the military legacy, and the environment. These policies apply generally to the entire planning area.

Part III, Land Use Policy Areas. Chapters 8 to 12 contain the specific land use policies which address the development of residential, mixed use, business / office, institutional uses, parks, open space and schools.

Part IV, Circulation. Chapters 13 to 15 contain policies addressing the road network, public transit, and the pedestrian and bicycle network. These circulation systems provide a unifying framework for the land uses and also contribute significantly to the character of the community. While the inter-related nature of the transportation system and the open space system is recognized, they are discussed in separate parts for purposes of this Plan.

Part V, Servicing and Implementation. Chapter 16 contains policies addressing the servicing system and infrastructure requirements for the planning area. Chapters 17 to 21 address the measures required to implement the Plan, including information requirements, as well as the phasing and funding of infrastructure within CFB West. Ongoing monitoring of the Plan is also addressed.

2.0 Background

2.1 The Planning Area

2.1.1 Plan Boundaries

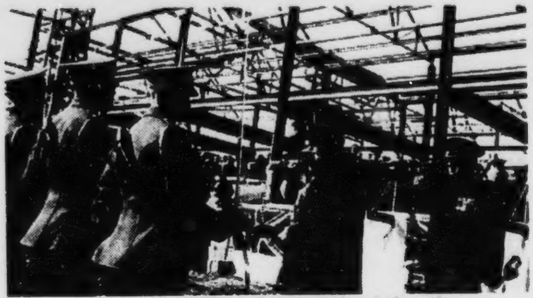
The CFB West planning area is located in the southwest sector of the city as shown on Figure 1. It comprises approximately 313.2 ha (773.8 ac) of land bounded by Crowchild Trail SW on the east; Glenmore Trail SW on the south; 37 Street SW and Sarcee Road SW on the west and 33 Avenue SW on the north.

In order to help ensure a comprehensive approach to planning, City Council defined the area to include not only former CFB lands but also lands adjacent to them. It, therefore, includes the former Currie Barracks and Lincoln Park Permanent Married Quarters (PMQs), Mount Royal College, City-owned lands (the ATCO industrial park, the former media village site, maintenance yards, parkland and rights-of-way) and other privately-owned land already developed or approved for development.

The site represents one of the largest underdeveloped areas in the built-up area of the city. It is strategically located on the edge of the inner city, surrounded by developed communities, and adjacent to expressways forming part of the city's Skeletal Road Network.

2.1.2 CFB Calgary History

The CFB Calgary lands (including Currie Barracks, the Currie PMQs and the Lincoln Park PMQs) were first used for military purposes between 1911 and 1914. During this time, the area was known as Reservoir Park and used for annual militia training. The area was undeveloped with the exception of some speculative subdivisions in adjacent areas. Construction on the Currie Barracks site began in 1934 as a Depression Relief Project under the Public Works Construction Act.



The Earl of Bessborough visits the construction site

The original gatehouses frame the Athlone Building

During World War II, the airstrip in the south portion of Currie Barracks was developed as Royal Canadian Air Force (RCAF) Station Lincoln Park. In 1948, the Department of Defence acquired the lands east of Crowchild Trail for the construction of the Currie PMQs. The majority of the homes were constructed between 1948 and 1952. At about the same time, the RCAF built PMQs in Lincoln Park for its married personnel. By the 1960s, suburban residential and commercial land uses were established adjacent to the Base.

In 1964, RCAF Lincoln Park was closed. The hangar buildings north of the airfield and the Lincoln Park PMQs on the south were transferred to the army as part of the Currie Barracks. The

The Bennett Building takes shape

airfield was transferred to The Province and is now occupied by Mount Royal College. The south hangars were transferred to The City and are now leased to ATCO Industries. The remaining lands are occupied by schools, housing and other developments or are vacant. In 1967, 24 Street SW was widened to expressway standards and renamed Crowchild Trail. Very few other changes to CFB Calgary have occurred since the 1960s.

In 1995, the Federal Government announced plans to close CFB Calgary by 1998. Since the closure announcement, all remaining battalions have been moved to Edmonton.

Additional information on the history of CFB Calgary and individual buildings on the former military base is provided in the Supporting Information document.

2.1.3 Community Context

CFB West is surrounded by the residential communities of South Calgary, Altadore, North Glenmore Park, Lakeview, Glamorgan, Rutland Park, Killarney/Glengarry and Richmond/Knob Hill. The Marda Loop Business Revitalization Zone is located to the northeast along 33 Avenue (see Figure 1). An aerial view of CFB West and surrounding area is shown on Figure 2.

These are stable, successful communities experiencing a decline from their peak populations typical of older neighbourhoods. Population loss has been offset somewhat by an increase in the number of housing units, through the new construction of infill houses, townhouses, apartments and from the addition of suites to existing houses. These areas are characterized by a broad mix of housing types. About one half are single family homes. The balance includes apartments, converted houses, townhouses and semi-detached homes or duplexes.

The plan area is within a seven kilometre radius of Downtown Calgary

A summary of development and demographic characteristics of CFB West and the surrounding communities is contained in the Supporting Information document.

2.1.4 Existing Site Conditions

A review of the existing conditions and site characteristics of CFB West was conducted to help determine the issues, opportunities and constraints

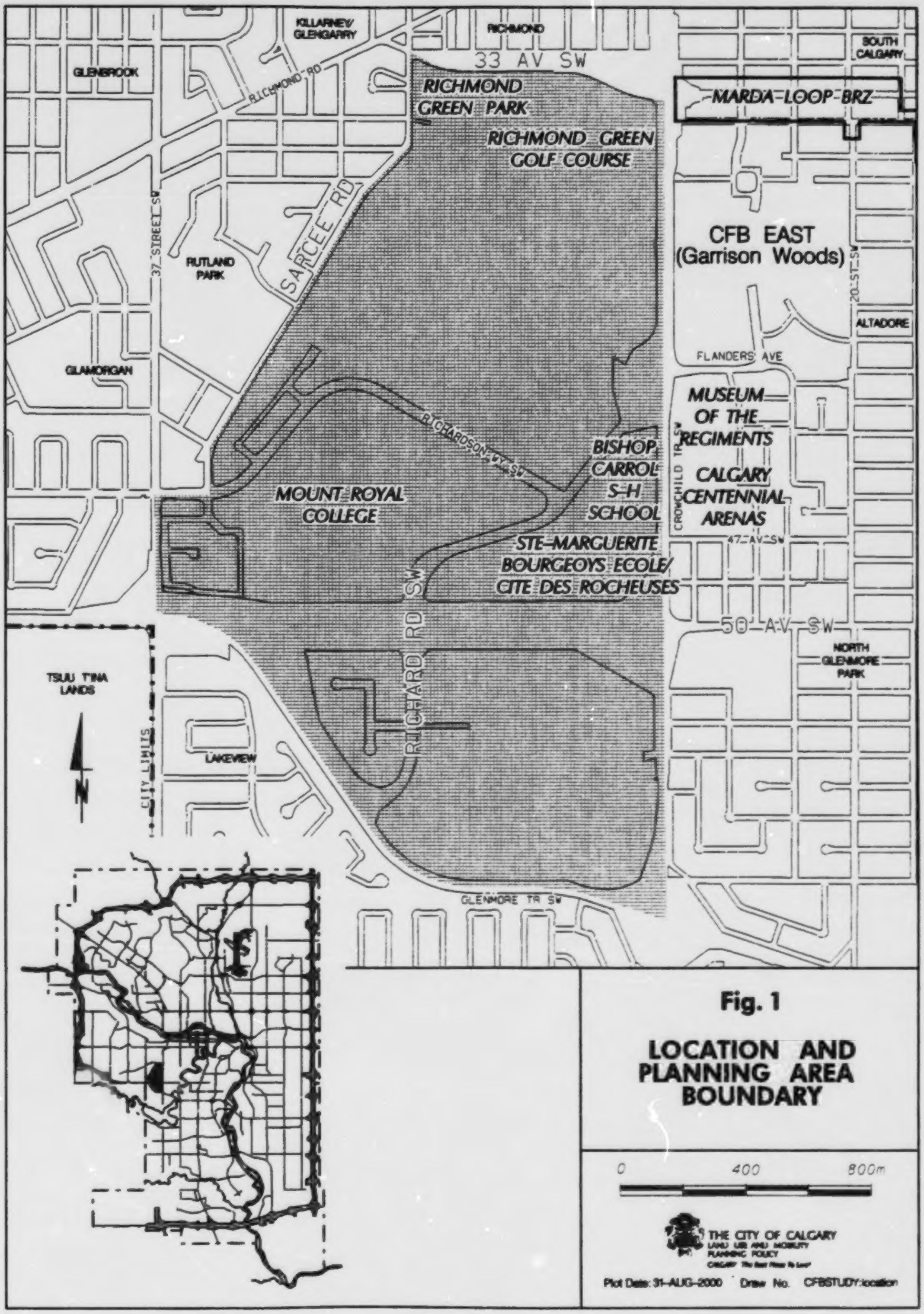
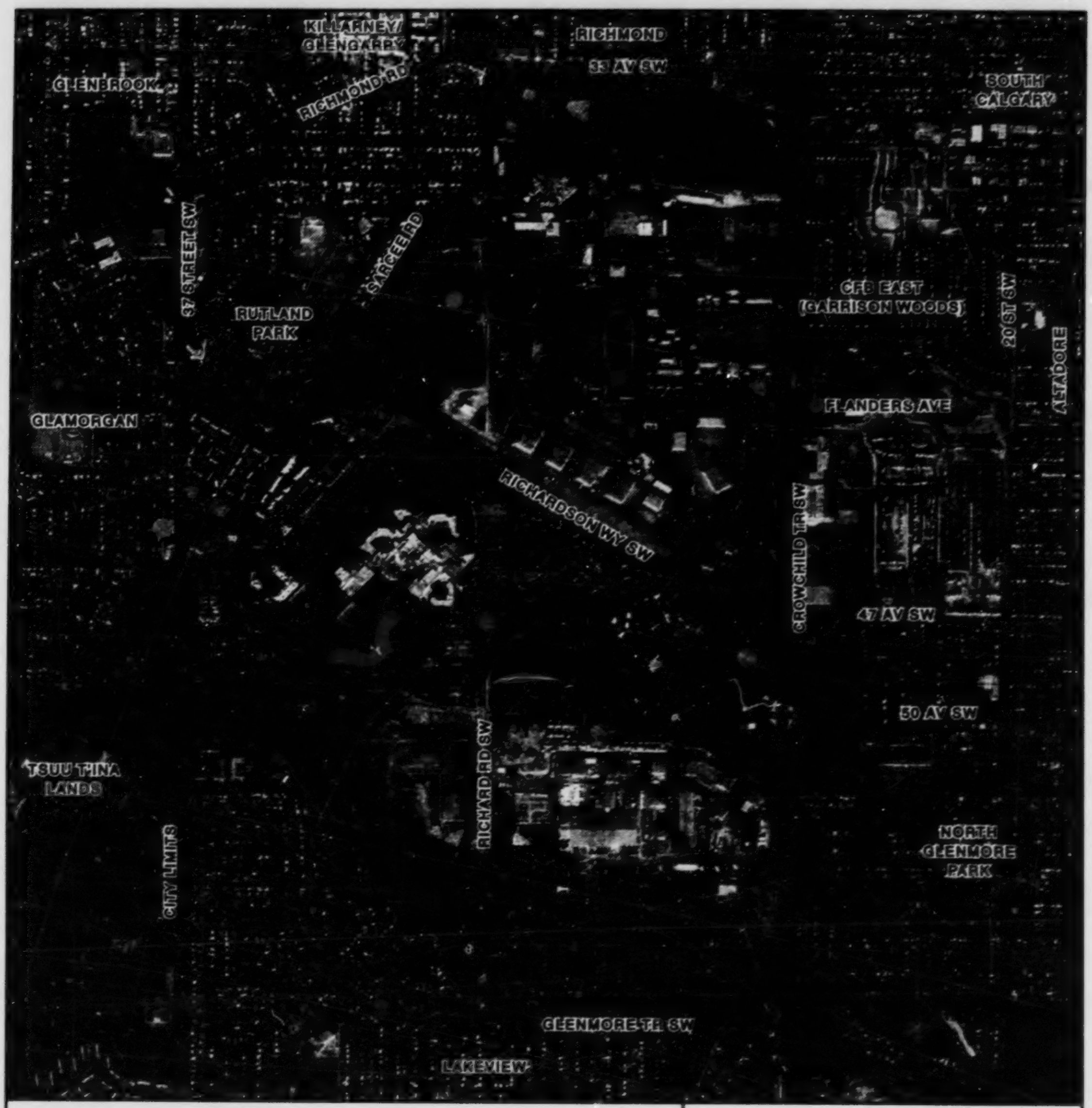


Fig. 1

LOCATION AND PLANNING AREA BOUNDARY



▬ CFB West Master Plan Boundary

FIGURE 2

AERIAL PHOTO OF
CFB WEST
PLANNING AREA

0 400 800m

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
PLANNING SERVICES DIVISION

Plot Date: 27-Apr-00 Draw No. CFBSTUDY:waerial which should be addressed in the Master Plan. This analysis considered existing site conditions; previous studies related to the reuse of portions of the plan area; environmental studies; the character of adjacent communities; the interface of adjacent communities with the plan area; land ownership; significant and heritage buildings; topography; natural features; and open spaces and movement systems.

Generally, the planning area has significant existing development. On the former Base lands, this includes over 230 homes in the Lincoln Park military housing area and many buildings on the former Currie Barracks site, including barracks, storage buildings, vehicle garages, messes, administration buildings, offices, residences, recreational facilities, hospital, dental clinic, and hangars. Some of these buildings are historically significant. Approximately 8 acres of the former base lands are still used by the Department of National Defence (DND), including an administration building and a storage and maintenance building.

In the Lincoln Park area, development includes the Mount Royal College campus, student housing, parking, and playing fields; Bishop Carroll High School; Ste. Marguerite Bourgeoys francophone school; a francophone community centre; almost 750 housing units, with a population of almost 1,500 people; a seniors' care facility and residence; a church; the Developmental Disabilities Resource Centre of Calgary; a medical clinic; ATCO and other uses within an industrial park; a new residential project; and a new mixed use area of office, retail, and community uses.

The north portion of the planning area includes Care West Sarcee auxiliary hospital, a church and seniors' residence, Richmond Green Park, Richmond Green Golf Course; and offices, storage and depot facilities for City of Calgary services.

All of the planning area is also developed with road and pedestrian networks, parking areas, and servicing systems.

The major opportunities and constraints are shown on Figure 3. The site analysis is summarized in the Supporting Information document.

2.2 Plan Preparation Process

Following the Base closure announcement, a 8-acre site west of Crowchild Trail (8 acres), was retained for military purposes. The remainder of the lands were sold and transferred to the Canada Lands Company (CLC), a company owned by the Federal government and charged with responsibility to manage and redevelop the site.

In October 1996, City Council approved a general planning process to address the interim and long-term land uses for all of the CFB and related lands. This included three separate but interdependent activities:

- the preparation of a Community Plan for the CFB East lands, east of Crowchild Trail. The CFB East Community Plan was approved by Council in April 1998;
- the preparation of an Interim Land Use Strategy, which permits temporary uses in the existing buildings on the former Base lands. Interim land

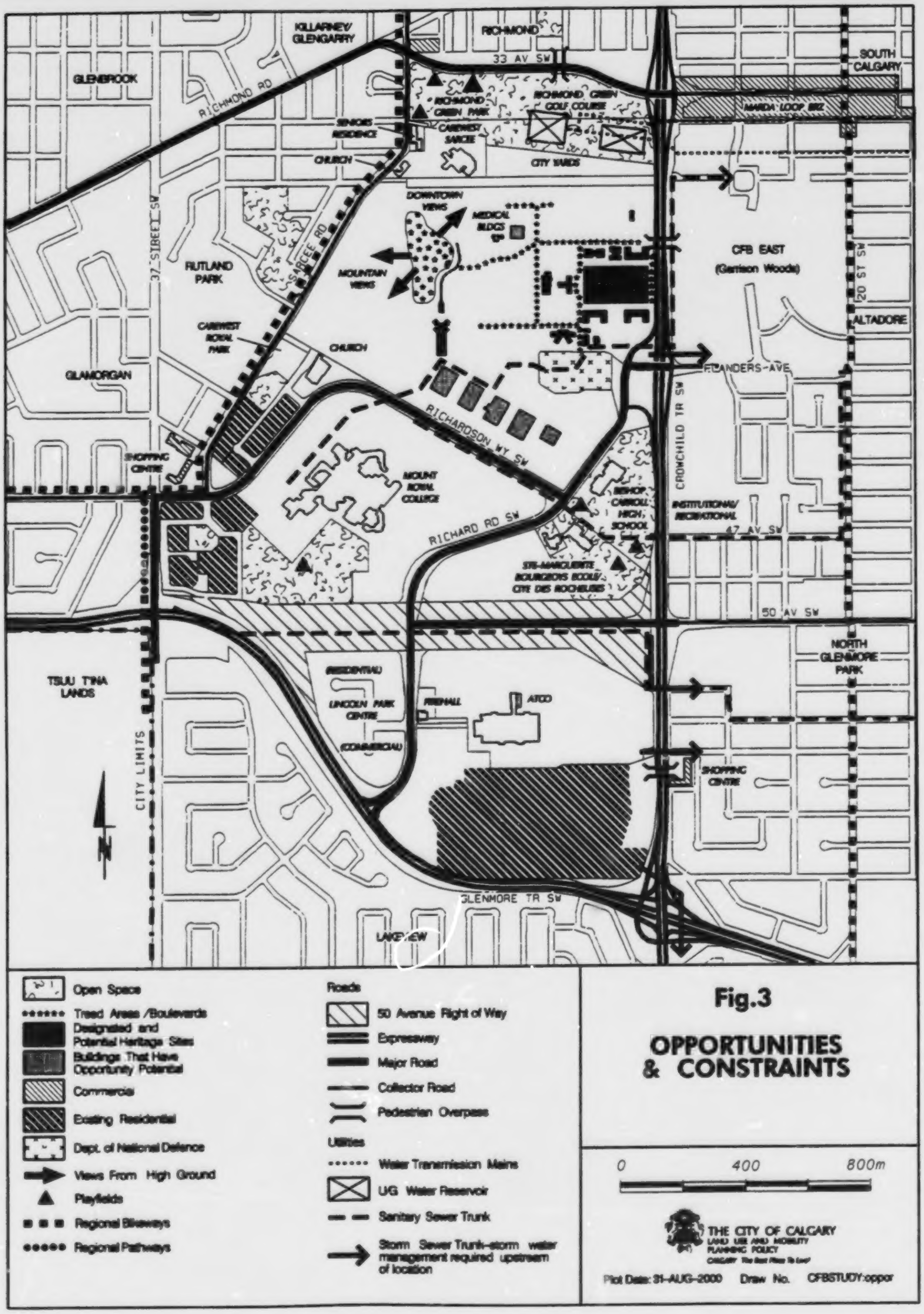


Fig.3

OPPORTUNITIES & CONSTRAINTS

use redesignations on the Currie and Lincoln Park PMQ lands, as well as the Currie Barracks site, were approved by City Council in October 1997 and January 1998, respectively;

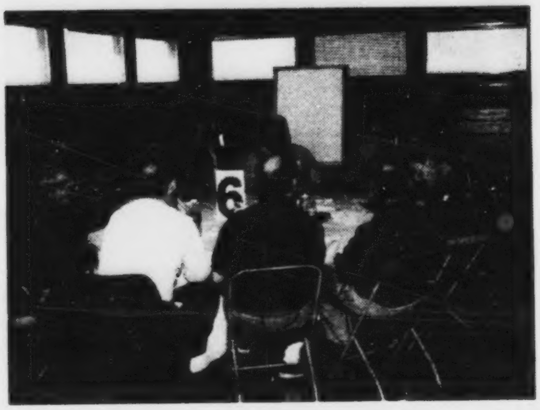
- the preparation of a Master Plan for the CFB and adjacent lands located west of Crowchild Trail.

An Inter-governmental Liaison Committee was established at the beginning of this process to represent the interests of the Government of Canada, The Province of Alberta and The City of Calgary, and to ensure coordination among them.

For preparation and processing of the CFB West Master Plan, City Council established a Plan Preparation Team and a Citizens' Advisory Roundtable (CAR). The Plan Preparation Team, comprising representatives from The City, The Province, and Canada Lands Company, prepared the Plan, in close consultation with the CAR. The 16-member CAR was appointed by Council in July, 1997, and included representatives from the adjacent communities and from the city at large. The CAR has worked intensively with the Plan Preparation Team to advise on all aspects of the Plan's development.

Public Open House

CAR's mandate is also to advise the Plan Preparation Team on the public participation process and to listen to what their communities, on-site stakeholders, and the general public have to say. They have participated in extensive outreach activities on and off the former Base such as focus groups, an ideas fair, design workshops, community meetings, open houses, media interviews, workshops and more. Public information and feedback tools such as newsletters, surveys, advertising and media communications have been developed with their advice. The CAR's consideration of the public's perspectives have been incorporated into the Master Plan.



CAR members participate in a design workshop

Walking Tour of CFB West

The plan preparation process, and the information it generated as a foundation for the Plan, is summarized in the Supporting Information document.

2.3 Strategic Planning Policy Context

The goals and guiding principles developed for the CFB West Master Plan were considered in the context of The City's long range strategic planning policies as approved by City Council in the Calgary Plan, the Calgary Transportation Plan, the Sustainable Suburbs Study, the Transit Friendly Design Guide, and the Employment Centres Strategy. A summary of these and other relevant strategic policy documents affecting the Plan is contained in the Supporting Information document.

The policies of this Plan reflect these city-wide objectives.

Part II, Planning Framework

Chapter 3 - Goals and Principles
Chapter 4 - Development Concept
Chapter 5 - Urban Design
Chapter 6 - Environment
Chapter 7 - Heritage Conservation and Military Legacy

3.0 Goals and Principles

The approach to planning CFB West has been to plan for the ultimate vision -- a mixed use, transit-oriented, urban community. This section contains the planning goals and general principles which guided the preparation of the CFB West Master Plan. Goals are broad statements of what the Plan needs to achieve to make the vision a reality. The goals are achieved by paying attention to the principles which give more explicit direction to achieving the Plan's goals.

3.1 Goals

The goals of the CFB West Master Plan expand on the vision and form the basis of the principles which follow. They represent the future aspirations of the City, the landowners, and the public towards which future detailed planning initiatives will be directed. They shall be considered in conjunction with the policies in the remainder of the Plan.

Goal 1. ***Make efficient use of existing infrastructure and services.***

Goal 2. ***Reduce reliance on the automobile.***

Goal 3. ***Support sensitive intensification.***

Goal 4. ***Bring jobs and homes together.***

Goal 5. ***Create a unique, diverse, and integrated urban community.***

Goal 6. ***Promote environmental sustainability.***

Goal 7. ***Enhance and complement surrounding communities.***

Goal 8. ***Commemorate the history of the military in Calgary.***

Goal 9. ***Encourage innovation and creativity.***

Goal 10. ***Address landowners' interests.***

3.2 Principles

The following principles serve as a foundation for the development concept in the next chapter. They shall be considered in conjunction with the policies in the Plan.

(1) Liveable Community

Provide a range of activities that contribute to the cultural, recreational, and institutional life of the community and enhance CFB West as a place to live.

(2) Diverse Community

Provide opportunities for a rich mix of complementary land uses and of development densities to create a diverse, vital, urban environment and a sustainable pattern of development.

(3) Balanced Transportation

Provide a balanced transportation system through the design of the road network which encourages greater use of alternate modes of travel such as bus, walking, and bicycling.

(4) Transit Services

Design the community to facilitate the use of public transit.

(5) Distinct Neighbourhoods

Create a strong sense of place by establishing unique and distinct character areas with strong linkages between them to create a cohesive new community in harmony with the adjacent communities.

(6) Integrate Land Uses

Adapt the existing buildings and facilities within the plan area for new uses to ensure their integration into the new community.

(7) Innovative Urban Design

Encourage a high quality of innovative urban design in streets, public spaces, and private development areas in order to promote a unique community identity.

(8) Healthy Environment

Design CFB West to promote environmental responsibility and active lifestyles where the consumption of resources can be reduced, conservation encouraged, and natural areas preserved and integrated into the open space system (i.e. encouraging transit, cycling and walking to reduce car dependency; retain existing vegetation; building layout and orientation to take advantage of passive solar heating).

(9) Integrated Public System

Create an interconnected and co-ordinated public system of well-designed, high quality and accessible open spaces, streets, sidewalks, pathways, and bikeways which will provide for the leisure and recreational needs of residents, connect the uses within the plan area, and encourage walking, cycling and transit use as an alternative mode of travel to the car.

(10) Development Intensification

Provide sufficient population and employment densities to support the elements that create a sense of community and make more efficient use of land and infrastructure, while ensuring that development is sensitive to adjacent development and the surrounding communities.

(11) Community Focal Points

Provide attractive and vital focal points to help foster a sense of community and provide gathering places.

(12) Military Legacy

Preserve the spirit of the former base through the conservation, integration, and re-use of historical buildings and landscapes.

(13) Housing Choice

Provide for a variety of residential densities and building types to address life-cycle changes, to meet the needs of the marketplace and to accommodate a variety of household types, lifestyles, and income levels. This variety will give CFB West a vibrant social mix and ensure a range of affordability.

(14) Attract Jobs

Provide the opportunity for people to work in close proximity to where they live, by encouraging a compatible range of employment activities in CFB West. This will help to reduce the growth in the number and length of commuter trips for future residents living in CFB West and in the west sector of the City.

(15) Establish Linkages

Integrate CFB West into the existing urban fabric by complementing existing development patterns and providing linkages to surrounding communities and the local and regional parks and pathway system.

(16) Multiple Routing Options

Develop a road network that provides several route choices for travel from all areas of the Plan to the external road network.

(17) Minimize Negative Impacts

Minimize potentially negative impacts by directing CFB West traffic onto major roads and expressways and discouraging short-cutting traffic through the adjacent communities and through CFB West itself.

(18) Adaptability

Create a plan that can adapt to and accommodate changing land use demands, demographics and market dynamics.

(19) Coordinated Public Infrastructure

Optimize the public infrastructure including the circulation, open space, and servicing systems in order to benefit the community.

4.0 Development Concept

The "Main Street" anchors the major entrance into the new community with a mix of shops, restaurants, offices and suites (artists concept)

4.1 Introduction

> *The ideal of walking out one's back door for privacy, walking out one's front door for community and walking down the street to go to work or to enjoy nature is not impossible to achieve.*
>
> ***Christopher B. Leinberger, The Metropolis Observed, Urban Land, 1998***

The development concept for CFB West is to create a sustainable community with a mix of land uses, activities, and housing types. These land uses are served by an integrated circulation system which favours alternatives to the car by promoting walking, cycling and transit.

The CFB West planning area already contains a mixture of land uses, including military, educational, industrial, residential and open space. Today, the area does not work as a community since many of the land uses have little or no connection to each other or to the surrounding area. The Master Plan's goals, principles and policies aim to create a cohesive community. They do so within the context of the site's location at the edge of the inner city, in close proximity to downtown; its diversity of existing development; its unique natural and historic features; and its surrounding communities.

The key to creating a community in this location is to add people, places for them to live, learn, work, shop, play and socialize, and ways for them to connect to their surroundings. The key to making it a sustainable community is to ensure that these activities happen in ways that make efficient use of land, infrastructure, and resources now and in the future.

The community development concept achieves these goals by providing for a mix of compatible land uses within walking distance of one another. The mix of uses and their design also favour transit and cycling for longer trips, including commuting trips. Where such a rich mixture exists, people have the opportunity to choose alternatives to the car. This approach to planning the area stands in contrast to conventional suburban design, which tends to segregate homes from places of work and shopping and makes automobile ownership and use mandatory.

> *"Today, since most industry and commercial activities are benign, few industries need to be separated from other uses. That this approach remains institutionalized in zoning ordinances nationwide overlooks the importance of the natural integration of daily activities. The model of creating a fine-grained mix of uses, with civic, institutional and commercial located within easy walking distance of each other, provides the greatest accessibility of daily activities to the greatest number of people . . ..*
>
> *The isolation of most uses in large single-use complexes makes them all but impossible to access by foot and has led to the average person making 12 car trips daily from work, schools and shopping."*
>
> ***Elizabeth Moule, Charter for the New Urbanism, 1999, page 105.***

Another unique element of the concept is its reuse of historic buildings, which reinforces the principles of sustainability, reminds future generations of the contribution of the military to Calgary, and establishes a character that new buildings alone could seldom achieve.

The development concept, shown on Figure 4, is based on the goals and principles in the previous chapter, and on the planning framework described in Chapters 5.0 to 7.0. The concept is described in detail in the specific land use policies contained in Chapters 8.0 to 12.0 and in the specific circulation policies contained in Chapters 13.0 to 15.0.

Parade Square and its historic buildings are an attraction for the community (artist's concept)

The development pattern reflects an "urban" character (artist's concept)

4.2 Land Uses

Figure 4 shows the General Development Concept for CFB West. It includes areas for residential, mixed use, institutional, business / office uses, and parks and open space.

The planning area is expected to accommodate approximately 3,400 to 5,200 dwelling units, which represents an anticipated population ranging from approximately 6,600 to 9,100 people, and to provide up to 10,000 jobs. These estimates are based on the preferred lands uses illustrated on Figure 4. They include the 1,900 people who already live there and the 3,400 existing jobs which will remain or will be replaced. The population will be distributed within the residential and mixed use areas. The jobs will be distributed within the business / office, mixed use, and institutional areas.

The population estimates are based on an overall gross density ranging from a minimum of 9 units per acre to a maximum of 16 units per acre. Experience suggests that the densities actually achieved will fall below the maximum. How far below depends upon many factors, including market conditions. Employment estimates are also subject to market conditions. They are based on market analyses and on the expansion plans of major, existing, on-site employers like ATCO and Mount Royal College.

Residential streets are designed to create a pleasant pedestrian environment (artist's concept)

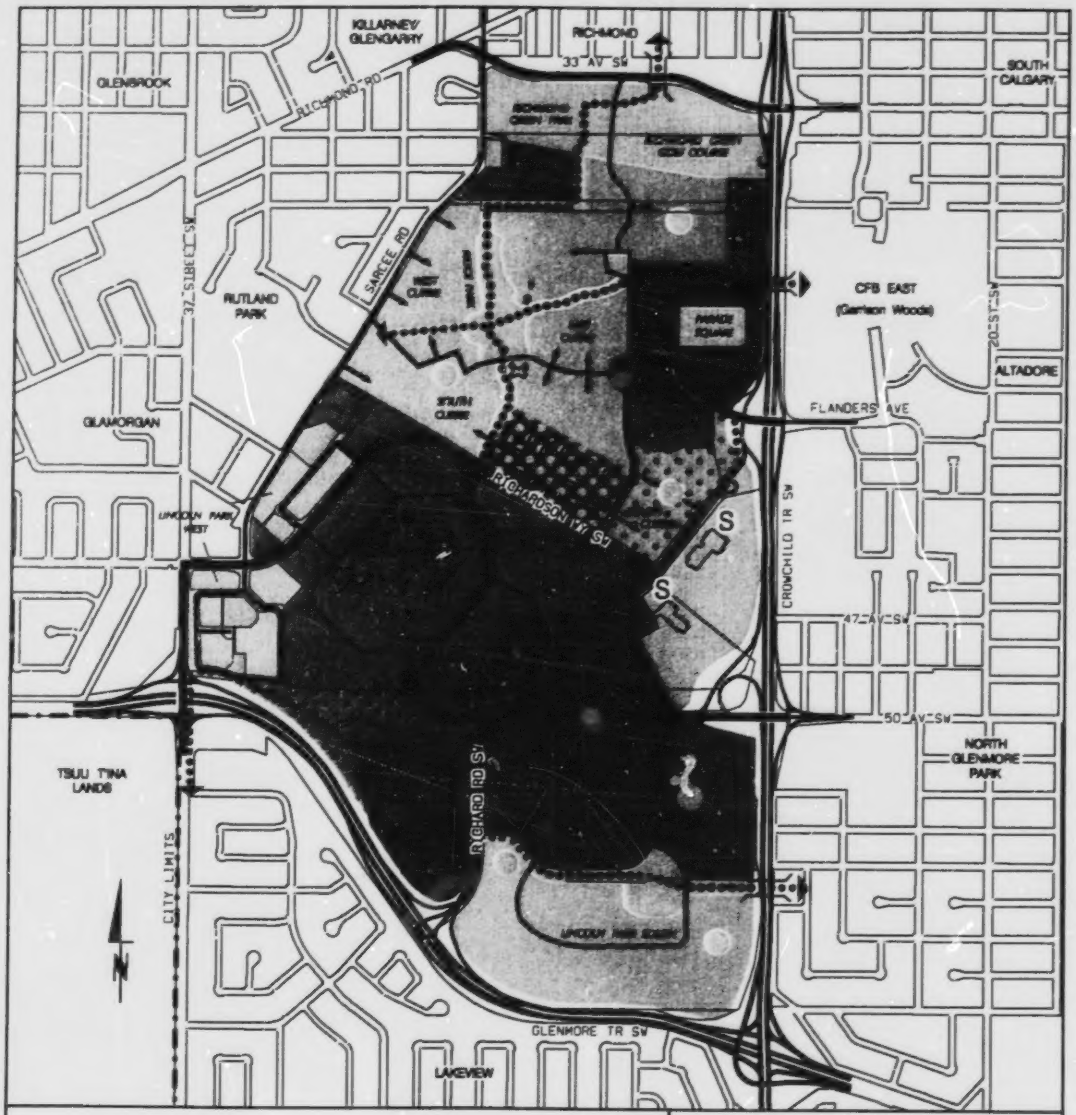
Buildings are located close to tree-lined streets to create interesting urban streetscapes (artist's concept)

A summary of the approximate land use areas and the residential and employment capacities is provided in Tables 1, 2, and 3.

Residential development is concentrated in the northern and southern portions of the Plan area. The concept provides for a wide range of housing and lifestyle choices in various distinct residential cells or sub-areas. These cells allow residential development to reflect and complement its surroundings. For example, residential development along Sarcee Road will be compatible with existing homes across the street, while the more centrally located residential areas along major roads will accommodate more urban housing forms and densities.

The residential areas also include a variety of open space to meet the community's recreational needs.

The concept identifies a number of areas designed to accommodate mixed use developments. These provide opportunities for a fine grained mix of retail, commercial, office, recreational, institutional and residential use. These purposely-designed mixed use areas create centres of activity for the



Land Use

- ▭ Residential
- ▭ Residential (Alternate Use–Business/Office)
- ▨ Mixed Use
- ▨ Institutional
- ▨ Institutional (Alternate Use–Mixed Use)
- ■ Business/Office
- ■ Business/Office (Alternate Use–Residential)
- ▭ Parks and Open Space
- S School

Circulation

- ═ Expressway
- ▬ Major Road
- — Other Roads
- ← Local Access Point
- ●●●●● Regional Pathway
- Pedestrian and Bike Overpass

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 4

GENERAL DEVELOPMENT CONCEPT

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY.srfrap

Table 1 CFB West Land Use Area Estimates

Land Use[1]	Acres	%
1. Residential	208	27
2. Mixed Use	66	8
3. Business/Office	113	15
4. Institutional	157	20
5. Open Space • Existing 80.0+/- acres • Proposed 35.3+/- acres (includes 3.3+/- acres Deferred Reserve Caveat from CFB East)	115	15
6. Existing Roads and Future Expressway Road Widening	115	15
TOTAL	774	100

[1] Comprises preferred uses identified in the General Development Concept

Table 2 CFB West Dwelling Unit and Population Estimates

Residential Areas[1]	Dwelling Units		Population	
	Minimum	Maximum	Minimum	Maximum
• existing[2] • proposed[3]	1,160 2,250	1,160 4,000	1,900 4,730	1,900 7,200
TOTAL[4]	3,410	5,160	6,630	9,100

Notes:

1. Comprises preferred uses identified in the General Development Concept. Excludes alternative use of Hangar Row which, if it were to develop as residential, would increase totals: dwelling unit minimum 3,570; maximum 5,440 units; population minimum 6,960; maximum 9,600 people (employment estimates would decease proportionately).
2. Based on 2000 Civic Census (excludes institutional beds and student housing).
3. Based on:

- new gross residential area (i.e. including roads and municipal reserve) of 250 acres;
- an overall density ranging from a minimum of 9 to a maximum of 16 units per gross acre (u.p.a.);
- assumed average occupancy rates of 2.1 persons per unit (p.p.u.) @ 9 u.p.a. and 1.8 p.p.u. @ 16 u.p.a.

4. Does not include institutional beds (e.g.Carewest Sarcee) or Mount Royal College student housing.

Table 3 CFB West Employment Estimates

Employment Areas[1]	Jobs
• existing • proposed[2]	3,400 6,600
TOTAL	10,000

Notes:

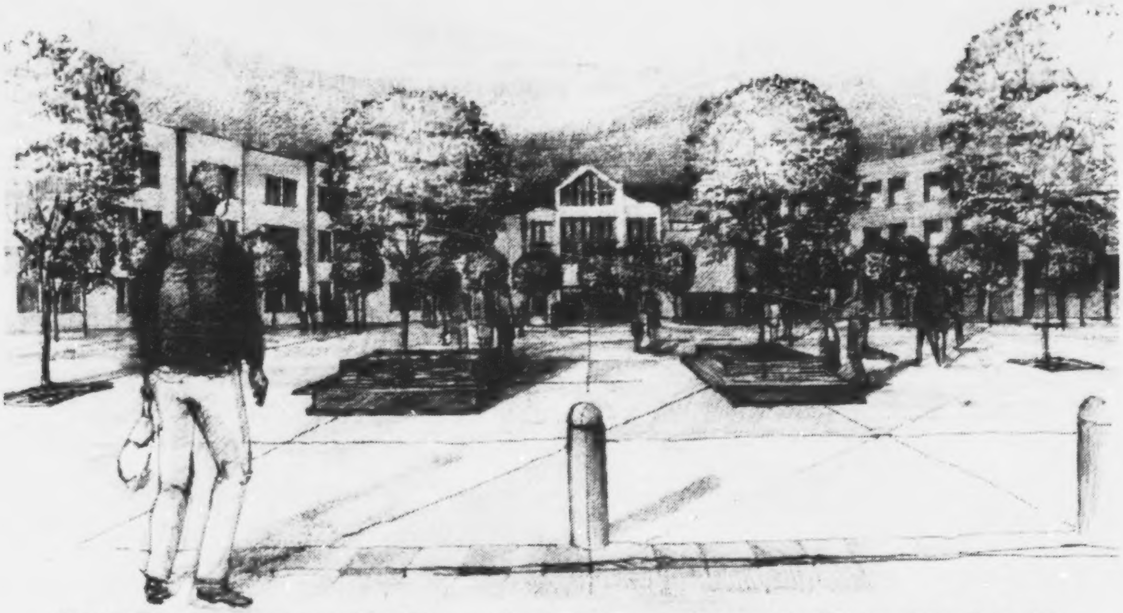
1. Comprises preferred uses identified in the General Development Concept. Excludes alternative use of South Currie East which, if it were to develop as business / office, would increase the employment total to 10,650 (residential estimates would decrease proportionately).
2. Excludes 1,200 existing jobs which would be replaced as part of the redevelopment.

community, and meet a range of needs within a convenient, pleasant walking environment. The result is a community where the need to use a car everyday is reduced.

Each of the two mixed-use policy areas has a different character and function. The Lincoln Park Centre area in the south has previously approved land use designations and development permits for residential, office, commercial and retail uses. The mixed use area in the Parade Square historic precinct accommodates office, residential, institutional uses, and supporting services, as well as commercial and retail to serve the local community. Allowing for a wide range of uses maximizes the opportunities for adapting and reusing the historic buildings in this area, and helps create a special place for the community. Portions of the Parade Square itself will provide an important open space for the community and the city.

Retail, services and offices are scaled to the pedestrian (artist's concept)

Providing places of employment within a community contributes to its sustainability. Business/office employment areas are proposed in the central and southern portions of the planning area. The locations of business/office areas have been chosen to take advantage of existing major roads and to steer the traffic they generate to the major expressways as directly as possible. The policy areas also recognize existing employment uses, including the ATCO manufacturing building



Mount Royal College provides for an urban campus environment with a variety of social, recreational and functional spaces

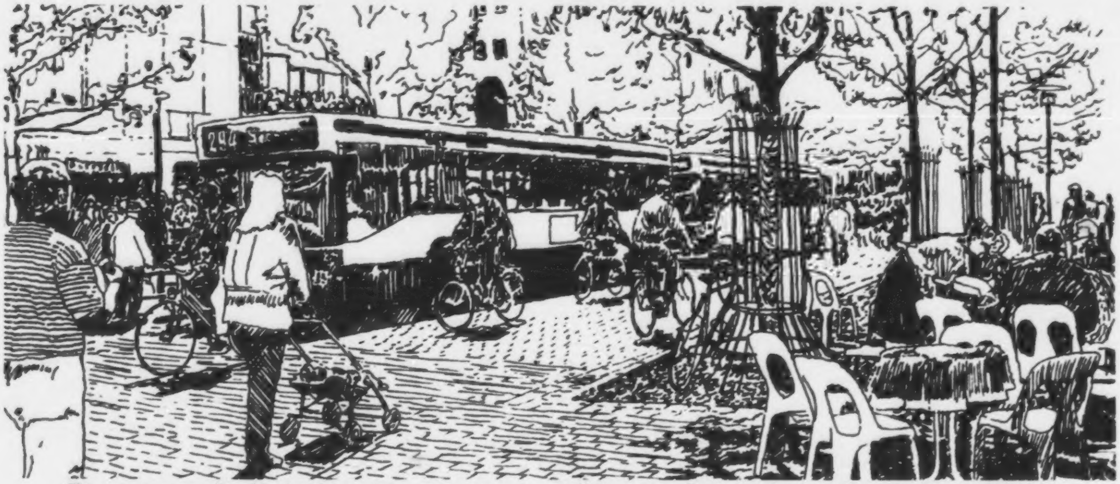
in the south and the use of the hangars north of Richardson Way by the film production industry. Policies for the major business/office area located around 50 Avenue provide for its transformation into a comprehensively designed, high quality office park.

Existing institutional and community facilities are located throughout the Plan area. The most significant facility is Mount Royal College, located at the centre of the Plan area. The Master Plan proposes no new institutional areas, but allows for new institutional uses within other policy areas, and provides for the future expansion of Mount Royal College. The policies address how the existing institutions can improve their connections to surrounding uses as they expand or evolve.

4.3 Linking Land Uses Together

To create a community, it is not enough simply to provide the places for people to conduct their daily activities. It is also essential that these places be linked and integrated with their surroundings. This is especially true where the land uses provide for the diverse range of activities envisioned for CFB West. The development concept uses open spaces, roads, sidewalks, regional and local pathways and bikeways to establish the structural framework for CFB West and to provide the connections among existing and proposed land uses, and to adjacent communities. The linkages are not only physical, but also provide recreational and social opportunities for the CFB West community.

> *". . . a great street should help make community; should facilitate people acting and interacting to achieve in concert what they might not achieve alone. Accordingly, streets that are accessible to all, easy to get to, would be better than those that are not. The best streets will be those where it is possible to see other people and to meet them; all kinds of people, ... A great street should be a most desirable place to be, to spend time, to play, to work, at the same time that it markedly contributes to what a city should be -- streets are settings for activities that bring people together."*
>
> ***Allan Jacobs, Great Streets, 1993, page 98***



The community is designed to encourage walking, cycling and transit (artist's concept)

4.4 Encouraging Walking, Cycling and Transit

The mix of land uses and the connections between them provide critical support for a range of mobility choices by continuing to work well for vehicles while making walking, cycling and public transit attractive options for many daily trips, including the journey to work.

The primary focus in current street design is to move vehicles safely and efficiently. A sustainable community recognizes that streets, and their associated rights-of-way, must serve a number of functions. They provide transportation for all kinds of users and vehicles, a right-of-way for underground utilities, and public spaces. The intent is also to create active, attractive, safe streets for pedestrians, cyclists and transit users. The successful use of these streets requires the optimization and coordination of all the factors which compete to use these spaces, while balancing the requirements of all transportation modes.

> *"People walk more when the streets connect destinations along logical routes. Planning for the pedestrian begins with the creation of an interconnected network of streets, mid-block passages, alleys, pocket parks, and trails that provide lots of options for reaching any particular place. This network should direct people towards shops and services and enhance the sense that walking is more convenient than driving and parking."*
>
> ***Victor Dover, Charter for the New Urbanism, 1999, page 148***

5.0 Urban Design

The quality of buildings, landscaping, sidewalks, and streets contributes to good urban design

5.1 Context

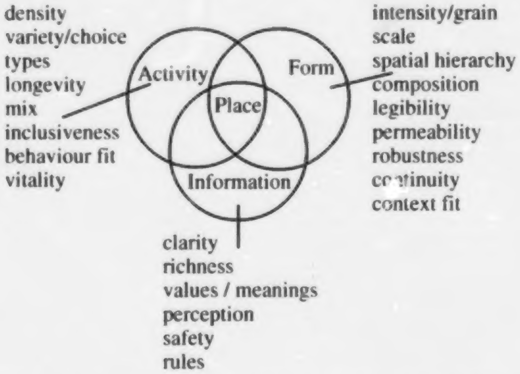
> *"Good urban design is essential if we are to produce attractive, high-quality, sustainable places in which people will want to live, work and relax. It is a fundamental quality of an urban renaissance. We do not have to put up with shoddy, unimaginative and second-rate buildings and urban areas. There is a clamour for better designed places which inspire and can be cherished, places where vibrant communities can grow and prosper."*
> ***By Design, Commission for Architecture and the Built Environment, 2000, Foreword***

Urban design is the art of making places for people. In general, urban design involves the overall spatial and visual quality of the environment, and the relationships of buildings, spaces, landscaping, streets and other urban infrastructure. It can also be described as the spatial arrangement of elements to deliberately create a public realm that is safe, friendly and adaptable to a variety of activities. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful cities.

Urban design is also a key to creating sustainable development and the conditions for a flourishing economic life, for the prudent uses of natural resources, and for social progress.

> *"Identity is the extent to which a person can recognize or recall a place for being distinctive from other places as having a vivid, unique, or at least a particular character of its own."*
> ***Kevin Lynch, The Image of the City, 1960, page 37***

Well-conceived urban design creates a sense of place, and provides meaning, interest and identity to an area. It enriches individuals' lives, encourages civic pride and breathes life into a community. The unique character or "sense of place" is established in part through building height, landscape elements, width of streets, dimensions of plazas, vistas, landmark elements, the texture of the street face, and diversity and intensity of the uses. Three critical elements: the space and its form, the activities or land uses, and the perceptions and the feelings that they evoke, when combined, tend to bring vitality and/or character to a place. This concept is illustrated in the diagram below.



This diagram is a modified version as discussed in "Calgary Downtown - An Evolving Future", City of Calgary, 1999

5.2 Purpose

The purpose of the urban design policies is to support the creation of a liveable community within the city of Calgary that has a unique character derived from its history and the various land use components of the Plan area. The policies ensure that the public systems, including streets, parks, open spaces and pathways, support a positive image for the redevelopment of CFB West, and respond to the sustainability principles of the Plan. New development will be designed to complement existing development and the surrounding communities.

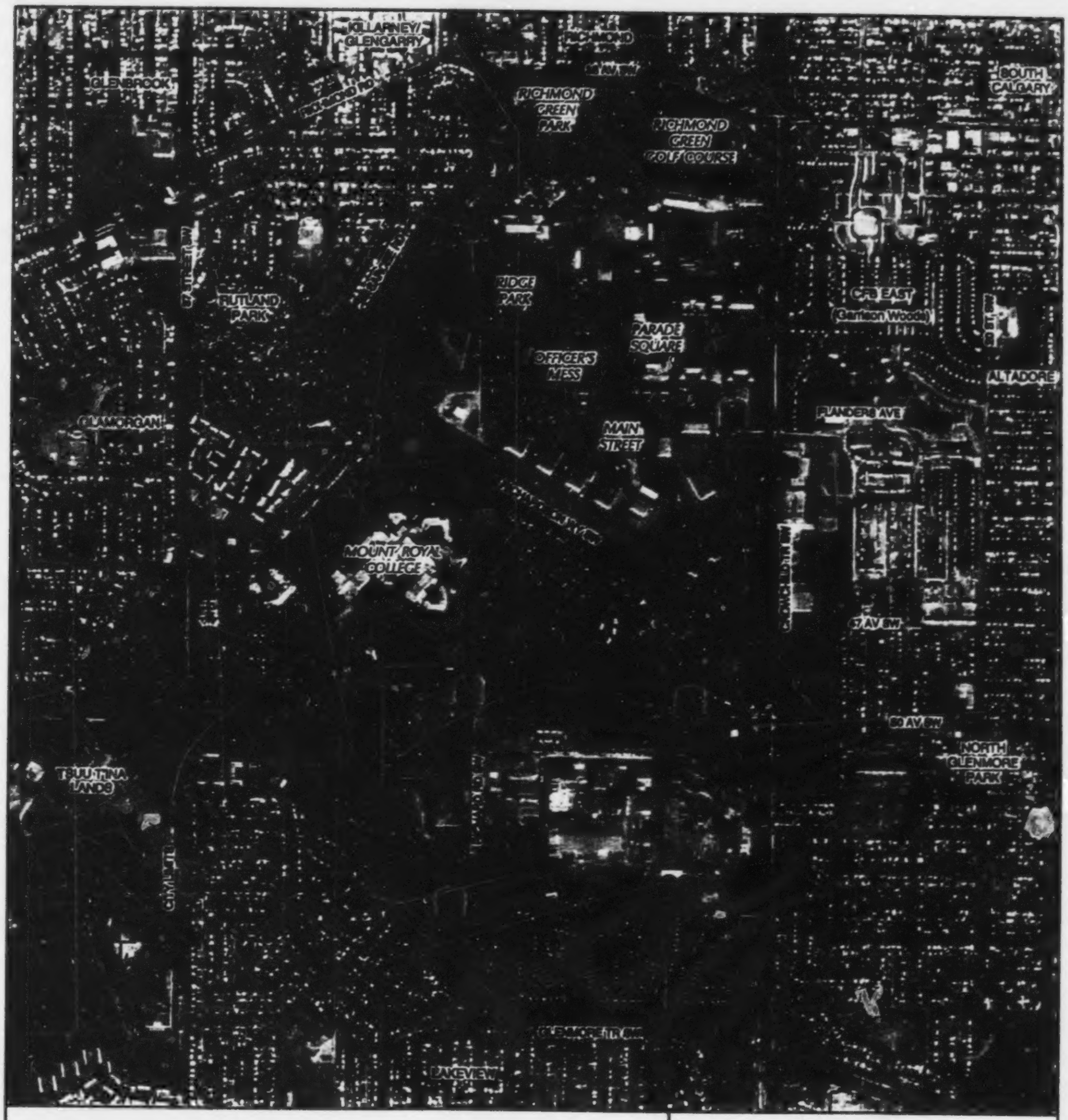
> *"Orienting buildings to public streets will encourage walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes."*
> ***Peter Calthorpe, The Next American Metropolis***

5.3 Policies

5.3.1 General

(1) The urban design policies in this chapter apply throughout the planning area and shall be considered in conjunction with the policies contained in the remainder of the Plan. These policies shall be addressed, as determined appropriate, at the Outline Plan, Land Use Amendment or Development Permit stages.

(2) The major special places and features that will influence the character of future redevelopment of CFB West are identified in Figure 5. This map demonstrates the major urban design elements but should not be considered all inclusive. The urban design elements that relate to buildings, the treatment of the public spaces, and the relationship between buildings and the public realm shall be considered, where appropriate, in private and public developments. These elements include:



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 5

URBAN DESIGN ELEMENTS

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY The Best Place To Live

Plot Date 17-AUG-2000 Draw No CFBSTUDY map5

- Built form and compatibility
- Transit-supportive and pedestrian-friendly environment
- Special places/areas
- Parks and open spaces
- Streets, pathways and bikeways
- Views and landmarks
- Urban safety
- Heritage and military legacy
- Edges

Building form and orientation reflects an inner-city development pattern

(3) Building and site design shall display careful attention to quality, image, detail, and shall ensure consistency and quality in architecture and urban design, yet permit interest and variety. The Plan recommends that developers prepare architectural and urban design controls for new development within each of the Land Use Policy Area included in Part III of the Plan and these should reflect the relevant design criteria contained in the Plan.

5.3.2 Built Form and Compatibility

(1) All development should foster an attractive, interesting environment within the context of the site.

(2) In order to achieve a contextual fit and encourage compatible development, street pattern and parcel size should generally reflect the typical fine-grained development pattern of the surrounding communities. The development pattern in the adjacent communities is generally typical city blocks ranging from three to four acres surrounded by public streets and served by rear lanes.

Building entries are oriented to the public street

(3) The design of new buildings should respect adjacent development in terms of massing, scale, proportion, facade articulation, materials, colour and other architectural details in order to create a unified streetscape and to reinforce the special quality and identity of the area.

(4) Each development should establish a clear distinction between public, semi-public, and private spaces to create clarity of locale.

Homes located on tree-lined streets create a pleasant streetscape

(5) All buildings and primary entrances should be oriented to adjacent public streets to help define the streetscape, reinforce pedestrian activity and provide a sense of continuity. Main entrances should not be oriented to interior blocks or parking lots.

(6) Any building facade that faces a public street or public open space should be treated architecturally as a front elevation.

5.3.3 Transit-supportive and Pedestrian-friendly Environment

(1) Development shall be designed to be transit-supportive and pedestrian-friendly to support sustainability and reduce automobile dependence.

(2) The design of development, including public spaces and streets, shall encourage and support walking, cycling and transit. Measures to achieve this include:

- provision of sidewalks;
- planting of trees in the boulevard, where possible;
- providing appropriate street frontage for parks and open space;
- direct and safe pedestrian connections to bus stops and shelters;
- conveniently located passenger drop-off areas;

Developments built close to the street, encourage pedestrian activity and "eyes on the street"

Landscaping contributes to a pleasant environment

Retail buildings adjacent to wide sidewalks invite pedestrians

- bicycle storage facilities in public and private developments;
- orienting buildings to the street to create a sense of enclosure; and
- overlooking of sidewalks and streets (eyes on the street) from adjacent shops, offices and homes.

(3) Building setbacks from the street shall be minimized where appropriate, or be designed such that the front yard is an attractive space, in order to establish an urban character, enhance the pedestrian experience, improve streetscape aesthetics, and bring activities closer to the sidewalk.

(4) Yards adjacent to public streets, open spaces and pathways should be designed and landscaped to reinforce the pedestrian environment. Features such as high perimeter fencing should be avoided.

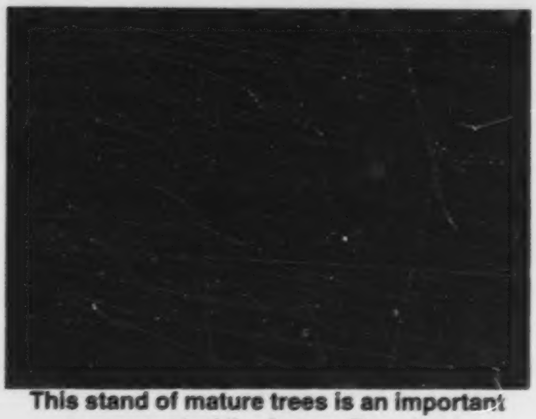
(5) Buildings should be designed to incorporate a high degree of articulation, architectural detail, and visual interest, especially on facades adjacent to public streets and open spaces. These facades should not consist of an unarticulated blank wall or series of garage doors.

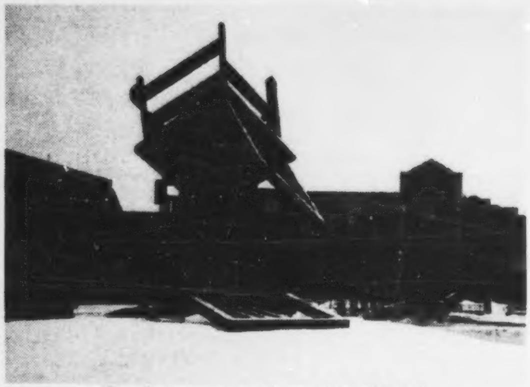
Design elements enhance the pedestrian environment

(6) Wherever possible, buildings should be designed and sited to optimize the benefits of solar exposure and reduce overshadowing effects on surrounding buildings and public spaces.

(7) Weather protection for pedestrians should be provided at street level wherever appropriate.

(8) Design elements to enhance the pedestrian environment, such as trees, landscaping, light fixtures, street furniture, signage, banners, public art, and others should be considered in designing buildings, streets and open spaces.


This stand of mature trees is an important component of the former Base lands


Sculpture creates a landmark at Mount Royal College

(9) The pedestrian system, public open spaces, and principal entrances to buildings should be designed to ensure ease of accessibility for the disabled and elderly.

(10) Streets, vehicular access and parking lots should be designed to minimize negative impacts on the pedestrian environment. Parking should generally be located to the rear or side of buildings to reinforce the pedestrian orientation of the area. Driveways across sidewalks should be minimized, where possible.

The creation of special places

5.3.4 Special Places /Areas

The Master Plan promotes a number of special places and enhances others. Elements of urban design, as described in this chapter and elsewhere in the Plan, shall be taken into consideration to reinforce the special character of the following special places/areas.

- Parade Square precinct
- Ridge Park
- Main Street (along Caen Avenue)
- Officers' Mess and formal gardens
- Mount Royal College
- Richmond Green Golf Course
- Richmond Green Park

5.3.5 Parks and Open Spaces

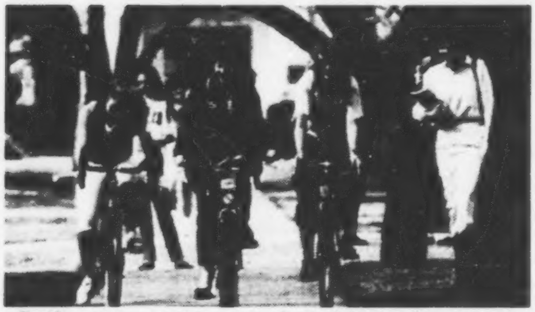
(1) The parks and open space system and its associated pathway connections should provide for the recreational needs of the local population. It should also be designed as a

barrier-free, integrated system, providing links to the various land use components of the plan area, the surrounding communities and the city's regional open space network.

(2) The design of the parks, open spaces and the pathway system shall respond to the contextual features of CFB West including topography, views, vistas, activity nodes, historic and landmark buildings, existing vegetation and other on-site features.

5.3.6 Streets, Pathways and Bikeways

(1) The network of streets, sidewalks, pathways and bikeways should be designed to provide a variety of safe and interesting options for walking. They should also provide for continuous, direct, and convenient linkages in order to facilitate all modes of travel, while not encouraging shortcutting traffic.



Pathways create a comfortable environment for pedestrian and cyclists

(2) The system of streets, sidewalks, pathways and bikeways should be designed not only to facilitate safe and convenient movement of people and goods to the various land use components of the plan area, but should also provide residents and visitors with a clear orientation and understanding of where they are.

(3) The streets should be designed so that the street widths, sidewalks, design speed, the number of travel lanes, and landscaping are consistent with the character of the area.

(4) Without compromising safety and health considerations, customized design of various components of the public system should be explored where appropriate to create or reinforce the unique character of the community.

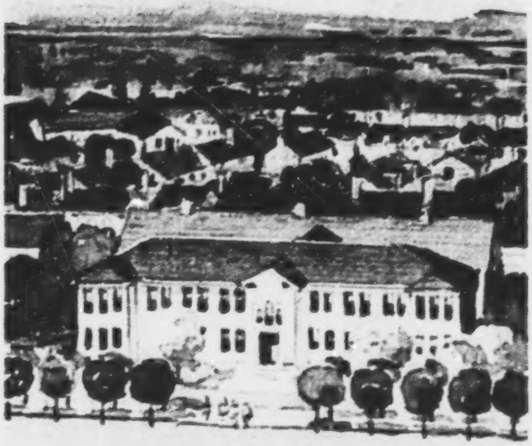
(5) In addition to accommodating cars, streets, sidewalks and pedestrian circulation should be designed to allow for adequate landscaping and street furniture in order to emphasize the function of streets as places for social interaction, and to create an attractive pedestrian environment.

5.3.7 Views and Landmarks

(1) Important features of the site and view corridors should be preserved and enhanced through the orientation of streets and the design and siting of buildings.

(2) To establish a series of landmarks, streets should form vistas of key activity nodes, parks, and natural and manmade (e.g. historic) features.

(3) Key buildings should be located on sites of visual prominence to create "legibility" for people as they attempt to find their way around.



Historic buildings and mountain views to the west are key features of the former base (artist's concept)

(4) The major gateways as shown on Figure 5 should receive special treatment. Such treatment could include prominent placement of buildings, unique intersection design, formal landmarks, changes in building scale, or other design elements.

(5) Street corners should be accentuated with prominent buildings or elements such as awnings or banners to orient pedestrians and motorists, to reinforce these spaces as activity areas, and to mark them as landmarks.

5.3.8 Urban Safety

(1) The design of public spaces, parks, pathways, buildings, and parking areas shall incorporate the principles of Crime Prevention Through Environmental Design (C.P.T.E.D.) to ensure a safe and secure environment. In this respect, the design and siting of buildings should include design solutions which:

- encourage "eyes on the street" through the placement of windows, porches, balconies, reduced setbacks, and street level activities;
- allow clear views to public spaces, parks, and open spaces from the street;
- avoid blank walls or landscaping that do not permit surveillance by residents or workers to observe the street, parking areas, or open spaces;
- design building entrances to focus pedestrian flow into buildings;
- design roadways to reduce shortcutting and increase territorial behaviour of the community;
- clearly define the transition from public, to semi-public, to private spaces;
- ensure accessibility throughout all areas of the Plan; and
- provide adequate security lighting.

(2) To promote casual surveillance, fences, walls and landscaping should not completely obscure views between public sidewalks and buildings.

(3) Subdivision, land use, and development permit applications should include a C.P.T.E.D. review.

5.3.9 Heritage and Military Legacy

(1) The historic buildings and sites should be incorporated into the redevelopment of CFB West to provide a sense of history, which contributes to place-making within CFB West.

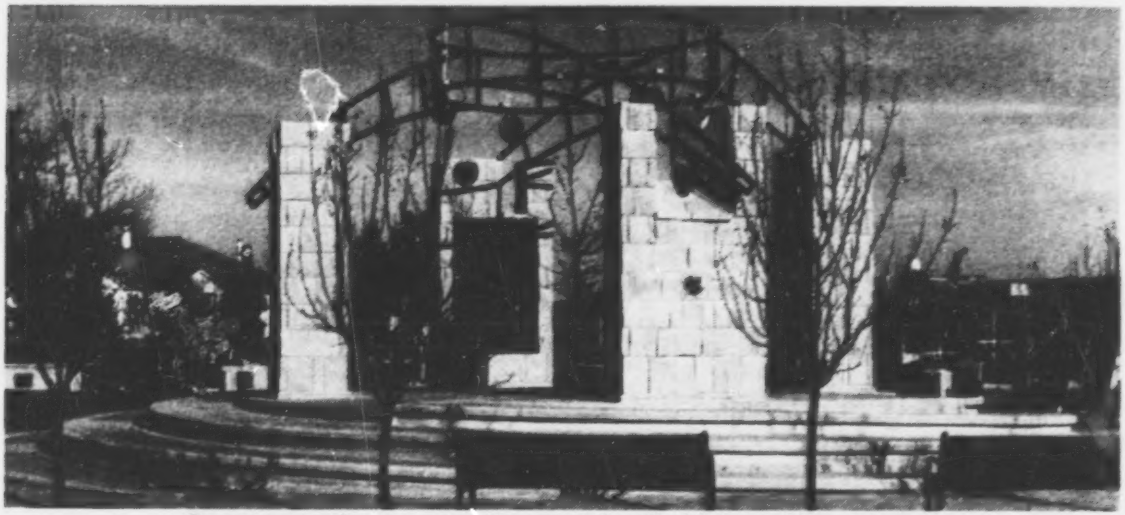
(2) The design of the public system should incorporate references to the 70-year history of the military units that were stationed at the former Base. In consultation with the appropriate military interests, various forms of commemorative monuments or tributes that recognize the legacy of the Canadian Forces Base Calgary should be incorporated in public spaces, where appropriate. This should include the development of an historic interpretative walk, retention of existing street names, and building of commemorative monuments in special locations.

5.3.10 Edges

(1) The design of the Plan area shall address edges which are those areas that act as boundaries between major land uses or transportation corridors. The Plan recognizes two types of edges: those that assist in integrating the boundary, and those that buffer one area from another.

(2) Integrating edges, as shown on Figure 5, should make a smooth transition from one area to another and allow activity and physical development to merge. This type of edge should relate to the adjacent uses and ensure a compatible transition along the specific boundary.

(3) Buffering edges, as shown on Figure 5, should be addressed at the land use or development permit stage to minimize potentially negative effects of very different adjacent uses and separate these areas by creating a more appropriate interface. Physical separation and the use of landscaping, open space, building setbacks, and other techniques are encouraged.



Commemorative monuments recognize the history of the area and provide a landmark for the community

6.0 Environment

Trees and green space located within the officers' precinct

6.1 Context

> *"Calgary must make healthy decisions. A positive future will depend on people committed to wellness and supportive living environments."*
>
> ***Calgary 2020, 1989***

The Calgary Plan's direction is to place high value on the quality of the city's environmental systems. To this end, the City is committed to environmental leadership to support the enhancement of air, water and land base quality; and the preservation, enhancement and protection of important natural areas. The City of Calgary Environmental Policy, Principles and Goals adopted by City Council, acts as a guide to promote environmental stewardship.

The principles of sustainable development are reflected throughout the CFB West Plan. The Plan focuses on: protecting the environment and reducing waste and pollution by encouraging transit, walking, and cycling as viable alternatives to private vehicles; designing a compact development form to minimize infrastructure costs and to facilitate easy access to services; providing public green spaces; promoting recycling and reuse of existing buildings and infrastructure; promoting job opportunities within the community; encouraging live/work developments; and others.

A comprehensive study of environmental issues was completed in 1996 in accordance with the Canadian Environmental Assessment Act on the former Department of National Defence (DND) lands. In addition to the 1996 study, several environmental site assessments have been conducted throughout the plan area by DND, Canada Lands Company (CLC) and the City of Calgary. Several of these studies are ongoing. The Supporting Information document provides other information related to the various environmental studies conducted on CFB Calgary.

> *"Research suggests that, if provided with improved sidewalks and bikeways, and better connections for walking and cycling, people will indeed walk or bike more often. This shift would also reduce traffic congestion and improve air quality . . ..*
> *. . . Developments which emphasize mixed land use, high density, street connectivity, and pedestrian environments have a positive effect on walking and bicycling as travel choices. . . . In this respect, the built environment and how we travel play an important role in promoting health."*
> ***Richard E. Killingsworth and Tom Schmid,***
> ***Charter for the New Urbanism, 1999, page 64***

6.2 Purpose

The purpose of the policies in this section is to provide a healthy and sustainable environment for the CFB West community. The policies are also intended to protect and enhance the aesthetic quality of the environment.

6.3 Policies

6.3.1 General

(1) The environmental policies in this chapter apply throughout the planning area and shall be considered in conjunction with the policies contained in the remainder of the Plan. These policies shall be addressed, as determined appropriate, at the Outline Plan, Land Use Amendment or Development Permit stages.

(2) The City will consider environmental impacts when making decisions on land use, transportation and city services.

6.3.2 Transportation Alternatives

The Plan supports walking, cycling, and transit as alternate modes of transportation in order to reduce pollution and conserve resources.

6.3.3 Site Remediation

(1) Any remediation will be undertaken in accordance with the requirements of the appropriate federal or provincial legislation, to ensure that the soil and groundwater are suitable for the intended land use.

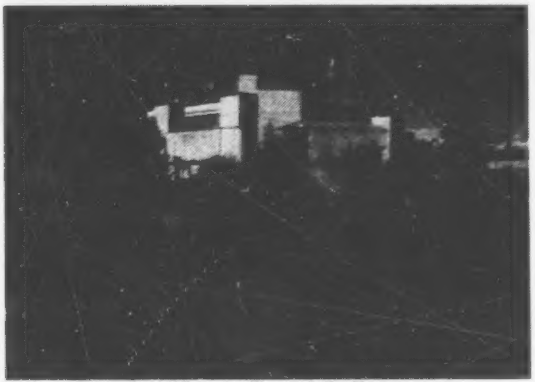
(2) When submitting outline plan, land use redesignation and development permit applications, developers shall demonstrate that the site is suitable for its intended use in accordance with The City of Calgary's "Interim Policy on Site Contamination and the Land Use Redesignation and Development Permit process" 1995, and the "Interim Policy for Site Contamination and New Suburban Areas, Subdivision, and Area Redevelopment Plans, 1996", as may be amended.

(3) Demolition, redevelopment or reuse of old building stock shall ensure that any hazardous materials (e.g. asbestos, lead paint) are

handled appropriately so as to ensure protection of human health and the environment.

6.3.4 Conservation

(1) To promote recycling and to reduce municipal costs for landfill sites, Solid Waste Services will encourage the establishment of a residential recycling drop-off site(s) at convenient locations for recyclable dry waste (paper, plastic, glass and metal) within the Plan area. A permanent composter in the plan area for degradable wet waste and yard waste should also be investigated.



Pond at Mount Royal College may accommodate a stormwater management function

(2) Developers and builders are encouraged to install water meters and water-saving fixtures in residential units to conserve water, where possible.

(3) Builders and homeowners are encouraged to design, locate, construct or renovate buildings with the objective of reducing resource consumption. Resource-saving design and building techniques, such as maximizing solar exposure, using xeriscaping, providing ecological landscaping to supplement heating and cooling system and others, should be considered in site planning, building design and construction.

(4) The City is committed to providing a streetlighting system that is functional, energy efficient, aesthetic and cost effective with the least negative impact to the environment. In consultation with Calgary Roads, developers are encouraged to use light fixtures that are energy efficient and would minimize light pollution to the sky.

6.3.5 Stormwater Management

(1) The Plan provides the opportunity to explore alternative methods to traditional stormwater management. A Master drainage plan for the area is required. Use of stormwater management facilities and best management practices will be necessary to meet City and Provincial stormwater guidelines. Stormwater management facilities should be configured to complement the open space system, reinforce views, and accommodate public access for social interaction and recreational use, where appropriate in accordance with City policy. Stormwater management facilities should be designed so as not to compromise the recreational functionality of park areas.

(2) The use of rain water by landowners for irrigation purposes of their lands is encouraged (e.g. landscaped areas, Mount Royal College sports fields).

(3) Developers, builders and homeowners are encouraged to reduce the amount of impervious surfaces (pavement, asphalt, and cement) to allow water percolation where possible.

6.3.6 Tree Preservation

(1) To enhance the aesthetic and environmental value of the new community, and to protect and enhance the urban forest, existing mature vegetation should be preserved and integrated into the design and development of the area wherever possible. Trees and shrubs, that cannot be retained and can be successfully relocated, should be considered for relocation to other parts of Plan area.

Mature trees are a key feature of the Currie Barracks site

(2) New buildings shall be sited to preserve significant existing trees where possible.

(3) New trees shall be planted to supplement existing vegetation.

(4) As per the Parks Bylaw, mature trees and their root systems that are to be retained shall be protected during construction through the use of appropriate techniques and processes, including barricades, fencing, and on-site consultations.

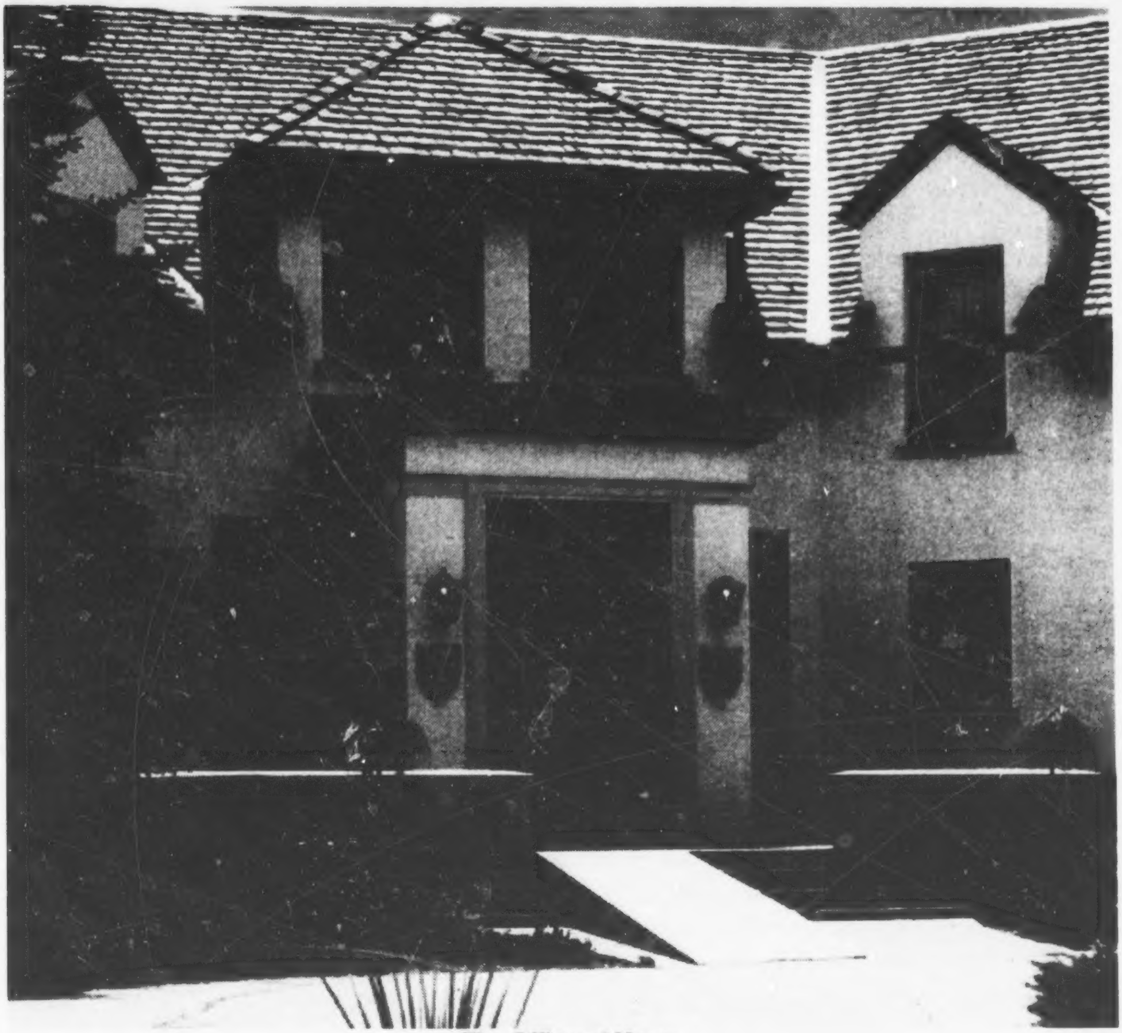
Preservation of Mature Trees

6.3.7 Sound Attenuation

(1) For developments adjacent to Crowchild Trail, 50 Avenue, Richardson Way, Richard Road, and Glenmore Trail, a noise analysis report shall be required for residential developments. Architectural noise abatement treatments such as triple glazed windows and additional insulation should be considered. Other sound attenuation measures should be incorporated into building design and site layout to reduce the impact of noise generated from traffic on major roadways.

(2) The City, in consultation with developers, should examine the need for new or enhanced noise attenuation walls or berms alongside Crowchild Trail, Glenmore Trail and associated interchanges.

7.0 Heritage Conservation and Military Legacy



The Officers' Mess

7.1 Context

> *"Cities are not only about their present and their future, they are rooted in their past. . .. We pay respect to the past by encouraging the preservation and reuse of heritage buildings. Whether they be sandstone, brick or clapboard, heritage buildings are evocative monuments of time and place."*
>
> ***The Calgary Plan, 1998, page 73***

The former Canadian Forces Base (CFB), known as Currie Barracks, has a long and distinguished history in the city of Calgary. It is historically significant for its association with Alberta's military traditions; the establishment of permanent forces in the province; its role in militia training and permanent force recruitment; and Canadian forces involvement in World War II, the Korean War, and a series of United Nations assignments.

Table 4 Heritage Sites

Site	City Inventory Category[1]	Provincial Designation
1. Athlone Building	A	Provincial Historic Resource - exterior facades only; interior elements under consideration as a Provincial Historic Resource
2. Bessborough Building	A	Provincial Historic Resource-exterior facades only
3. Bennett Building	A	Provincial Historic Resource-exterior facades only
4. Barracks Building	-	Provincial Historic Resource-exterior massing, appearance and colour only
5. Barracks Building	-	Provincial Historic Resource-exterior massing, appearance and colour only
6. Barracks Building	-	Provincial Historic Resource-exterior massing, appearance and colour only
7. Quartermaster Stores (Stable Building)	B	Provincial Historic Resource-exterior facades and interior elements of structure
8. Brad House (Base Commander's Residence)	A	Provincial Historic Resource-exterior facades only
9. Ramshead House (Brigade Commander's Residence)	A	Provincial Historic Resource - exterior facades only
10. Officers' Mess and Gardens	A	Provincial Historic Resource-exterior facades and interior elements of structure and formal garden
11. Trasimeno Cr. between Brad House, Ramshead House and the Officers' Mess	-	Provincial Historic Resource-form only; additional lands under consideration as a Provincial Historic Resource
12. Parade Square	A	Provincial Historic Resource-form only; additional lands under consideration as a Registered Historic Resource
13. Warrant Officers' & Sergeants' Quarters	B	
14. Forage Barn No. 25	C	
15. RCASC Supply Depot	C	
16. Motor Transport Garage	C	
17. Harvey Hall	C	Under consideration for designation as a Provincial Historic Resource

[1] City of Calgary's "Inventory of Potential Heritage Sites" as per Council-approved Heritage Evaluation Policy: Category A – notable, unique or rare worthy of consideration for designation under the Historical Resources Act; Category B- very significant in certain respects worthy of consideration for designation under the Historical Resources Act; Category C- significant potential heritage resource.

The Athlone Building anchors the west end of Parade Square

Historic buildings around Parade Square

The Bessborough Building

There is strong public support to recognize the military legacy and its historic ties to the city in redeveloping the vacated Base lands. Incorporating features that celebrate CFB Calgary's contributions to the community would add to the uniqueness and character of CFB West.

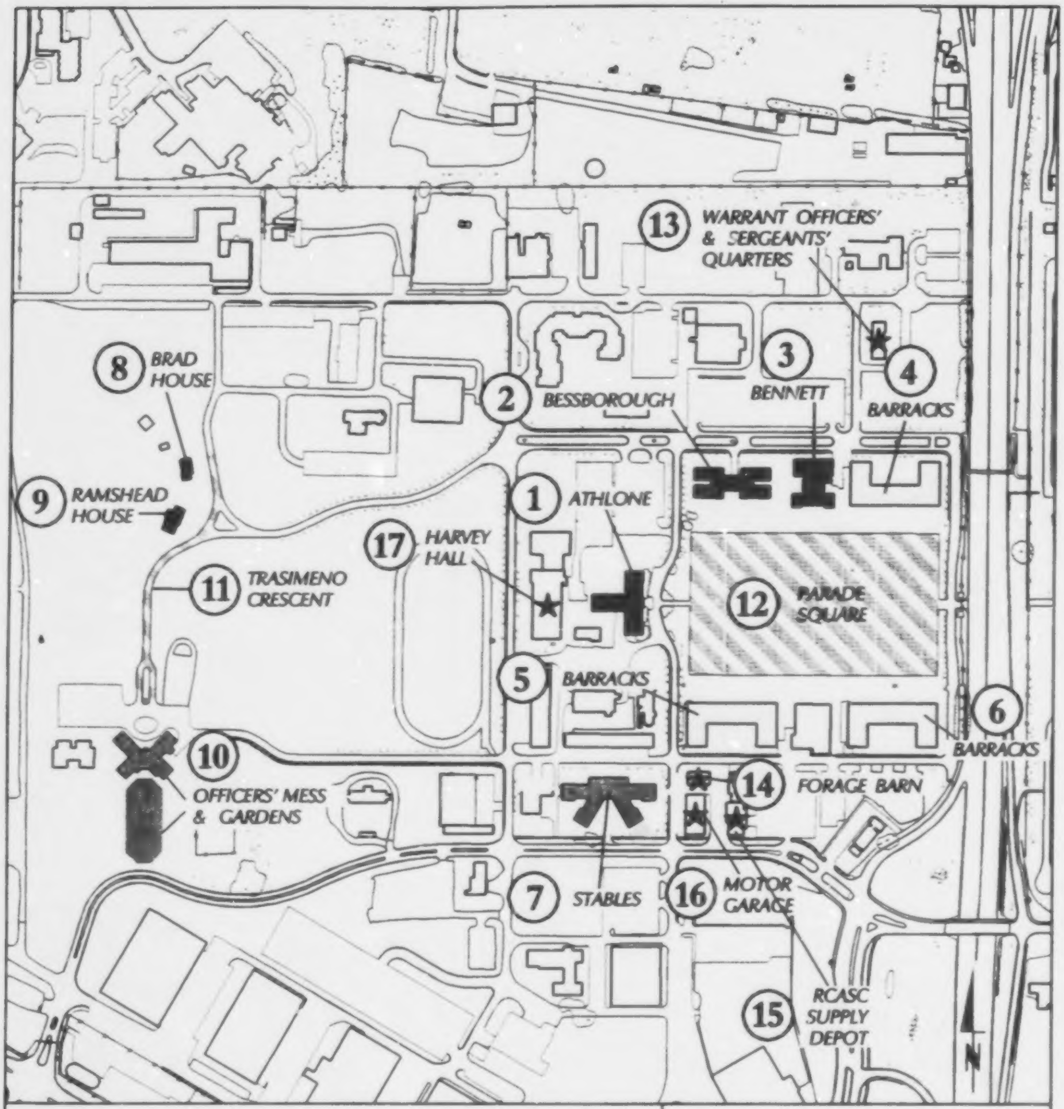
In June 1999, the Province issued an Order designating 12 buildings/sites as a Provincial Historic Resource. It is one of the most significant historical designations in Canada and the largest ever in Alberta. Designation of additional buildings and sites to preserve and enhance the existing historic resource is under consideration.

The City of Calgary Heritage Advisory Board has reviewed all CFB lands. The Board listed a number of sites and buildings on the "Inventory of Potential Heritage Sites". The majority of these sites have also been designated as Provincial Historic Resources.

The table on the previous page summarizes buildings and sites designated by the Province under the Historic Resources Act, and those that are listed on The City of Calgary's "Inventory of Potential Heritage Sites". The Supporting Information document provides additional information on the definitions and the permit application processes regarding heritage resources. Refer to Figure 6 for locations.

7.2 Purpose

The purpose of the policies is to commemorate and celebrate the military legacy of Canadian Forces Base Calgary by supporting the preservation, rehabilitation and adaptive reuse of the historic landmarks in CFB West, and ensuring the historic resources are respected and appropriately integrated within the redevelopment of the Base.



Provincial Historic Resource Buildings or Sites

■ Exterior Facades

▨ Exterior Facades and Interior Elements of Structure

☐ Exterior Massing, Appearance and Colour

▨ Form

★ City of Calgary Potential Heritage Building

⑦ Refer to Table 4 for Provincial and/or City Heritage Status

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 6

HERITAGE RESOURCES

0 100 200m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY - The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY heritage

7.3 Policies

7.3.1 General

The heritage conservation policies in this chapter apply to the buildings, sites and related areas identified in Figures 6 and 7. They shall be considered in conjunction with the policies contained in the remainder of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development permit stages, as appropriate.

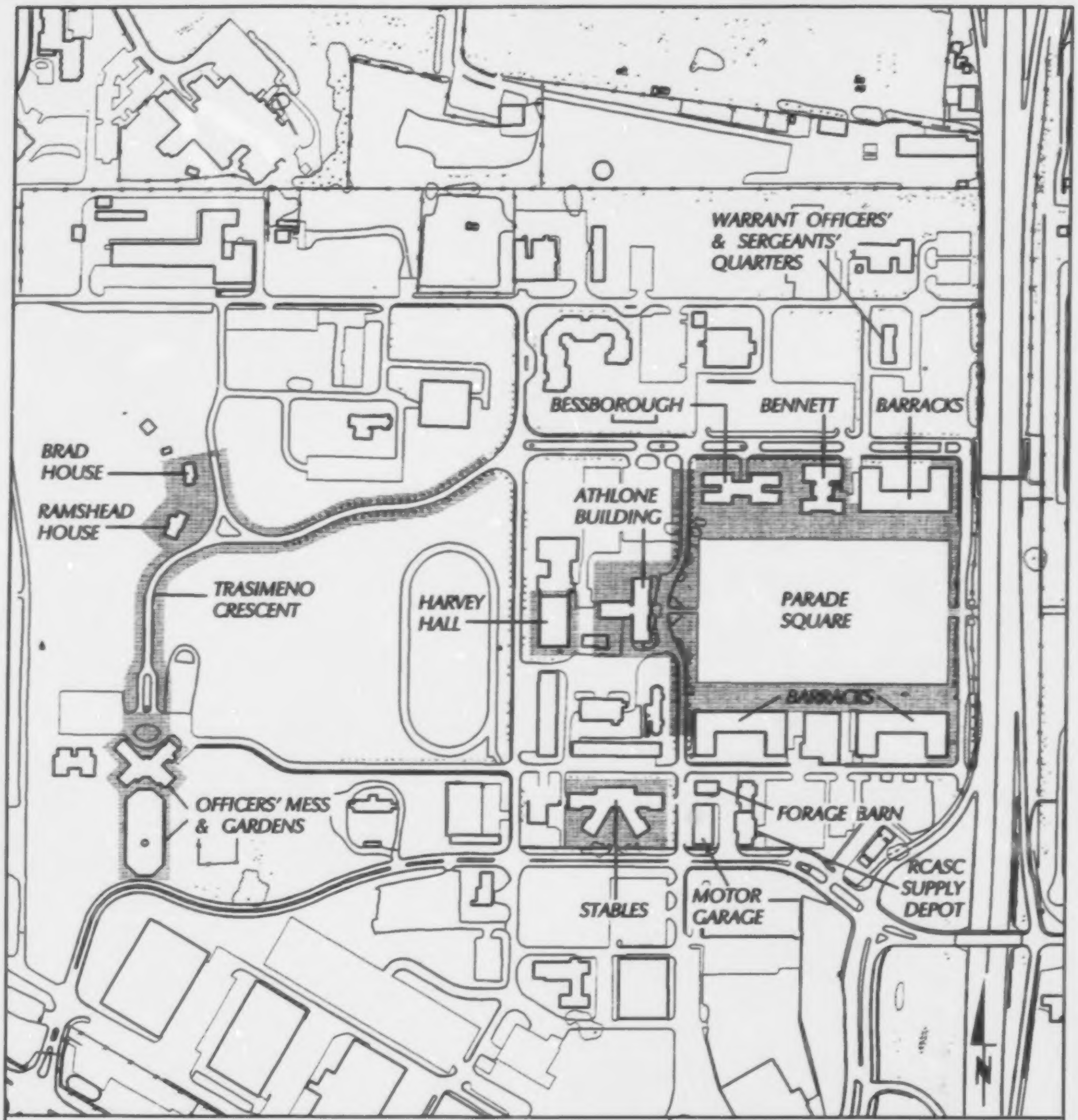
7.3.2 Heritage Sites

(1) Buildings or sites that are listed in categories A or B of The City of Calgary's "Inventory of Potential Heritage Sites", and that are also designated as a Provincial Historic Resource, shall be retained in accordance with the provincial designation order. Municipal approval of changes to any Provincial Historic Resource is subject to the prior issue of an Approval Document from Alberta Community Development.

(2) The Plan supports the removal of three buildings: the Forage Barn, Supply Depot and Motor Transport Garage in order to accommodate construction of a re-aligned main access road from Flanders Avenue to CFB West. These are Category C buildings in The City's inventory, and are not designated or under consideration for designation by The Province. The new access road is important to facilitate the redevelopment of CFB West. In particular, it will allow the development of a mixed use

Ramshead House, an officer's residence

Street names, which reflect WW II battles, will be retained



Provincial Historic Resource Buildings or Sites

▨ Area Related to Historic Character

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 7

HISTORIC CHARACTER AREAS

0 100 200m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY - The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:historic

"Main Street" as the commercial heart of the community and it will bring people closer to the Square, thereby enhancing the viability of the entire historic precinct.

(3) In designing new development and/or carrying out modifications that would affect any designated Provincial Historic or Registered Historic Resource buildings or sites, consideration should be given to elements related to the historic character of the Parade Square and the Officers' precincts, whether or not they are identified by the Province's designation order. The elements include: existing relationship of buildings to new buildings in terms of scale, massing, height, materials and setbacks; historic landscape associated with the buildings or sites including vegetation and landforms; and pedestrian and road connections. The areas where these elements are located, are shown on Figure 7.

(4) Development of heritage resources should conform to the land use policies for the area within which they are located.

(5) Additions to or alterations of designated Provincial Historic Resource and Registered Historic Resource sites or buildings, and those that are retained on the "Inventory of Potential Heritage Sites" shall be undertaken in accordance with the "Province of Alberta's Guidelines for the Rehabilitation of Designated Historic Resources". The permit application and approval processes for these sites are summarized in the Supporting Information document.

(6) The Plan recommends that The City, in consultation with The Province and The Federal Government, explore the feasibility of establishing a CFB Calgary Historic Site Fund to address the complexities of managing this unique cultural resource. CFB Calgary Currie Barracks is the largest area designated as a Provincial Historic Resource within an urban setting in Alberta. Establishment of such a fund would make matching funding available for the restoration and interpretation of resources within the designated historic areas. A CFB Calgary Historic Site Fund would provide for the orderly management of this historic area. It would ensure certainty of available funding, facilitate the development of site specific guidelines, and help to establish funding priorities that would match the historic area's phased development. The Plan recommends that The City

Plaques and monuments to commemorate the regiments stationed here undertake negotiations with Alberta Community Development and the Alberta Historical Resources Foundation for the establishment of a CFB Historic Site Fund at the earliest opportunity.

7.3.3 Compatibility

(1) New buildings and landscaping adjacent to Provincially designated heritage property should be compatible with the character of the historic precincts in terms of scale, orientation, setbacks, colour and architectural style.

(2) Signs should be designed to be compatible with the historic precincts.

7.3.4 Heritage Character

(1) The existing street names in CFB West commemorate significant battles fought by units stationed at Currie Barracks. The Plan supports the Heritage Advisory Board's recommendation to retain the existing street names in future redevelopment of CFB lands. The street names to be retained include:

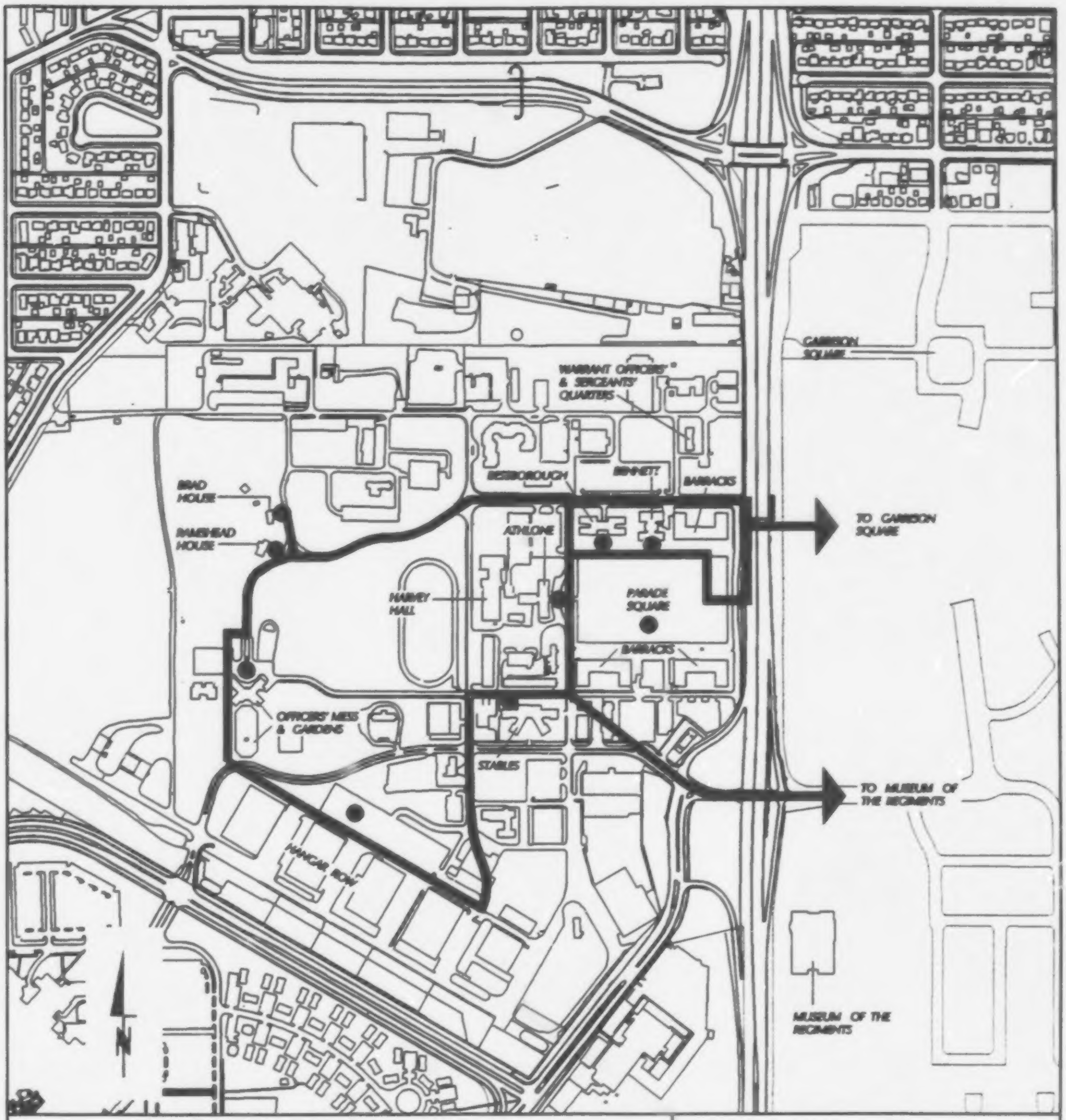
- Battleford Avenue
- Breskens Drive
- Caen Avenue
- Calais Avenue
- Dieppe Avenue
- Hochwald Avenue
- Mono Drive
- Normandy Drive
- Quesnay Wood Drive
- Trasimeno Crescent

(2) Street patterns within the historic precincts should be respected, where possible.

(3) In consultation with appropriate military interests, Legacy Walk, an interpretative trail, should be developed within the Currie portion of the Plan area. This route, linking a series of attractions and interpretative nodes, should connect to the Garrison Woods Memorial Walk to the east of Crowchild Trail. Location of this route may follow the open space areas, and may be highlighted with information panels, commemorative features, monuments and markers that will lead a user through the history of the Base. Figure 8 illustrates the potential legacy walk in the plan area.

Existing monument located on Parade Square (A-16)

(4) The use of plaques is encouraged within the historic precincts to identify buildings and features of significance.



▬ Legacy Walk

● Potential Interpretive Node

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 8

LEGACY WALK

0 200 400m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY legacy

(5) The existing gates may be incorporated into the design of the Parade Square Precinct (not necessarily in their current location). Alternatively, the gates may be preserved off-site by the Museum of the Regiments.

(6) Partnerships among interested community groups, corporations and the three levels of government are encouraged to help implement initiatives to preserve and enhance the heritage character of the planning area.

The original gatehouses frame the Athlone Building

Part III, Land Use Policy Areas

Chapter 8 - Residential
Chapter 9 - Mixed Use
Chapter 10 - Business / Office
Chapter 11 - Institutional
Chapter 12 - Parks, Open Space and Schools

8.0 Residential

Different housing forms may mix on the same street to create interest

8.1 Context

> *"Within neighbourhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds to an authentic community."*
>
> ***Marc A. Weiss, Charter for the New Urbanism, 1999, page 89***

The CFB West Master Plan responds to The City's strategic objectives by creating a compact, urban mixed-use community where people can live, learn, work and play. The distribution of residential densities is designed to encourage transit ridership and provide for a variety of housing types, affordability levels and lifestyles to meet the changing needs of residents over time.

The CFB West Plan area includes existing residential development which is primarily located in the south and west portions of the site. The south portion comprises former military housing stock in the form of detached and semi-detached units. The western areas are characterized by multi-family residential uses and special care facilities. The Plan area is also surrounded by a number of inner city and inner suburban communities which contain a mix of low to medium density residential uses.

Accessory suite over garage

Single-family housing

Opportunities are provided for a variety of new housing as well as opportunities to retain and upgrade existing buildings to accommodate residential uses. New residential development is located in the north portion of the Plan area and is of a design and character which will complement the surrounding communities and the site's inner suburban context. Housing opportunities are also provided in the south portion of the Plan area and within mixed-use areas. The Master Plan recognizes existing residential areas and integrates these into the CFB West community. A transition in housing density will ensure compatibility with the edge conditions, particularly along Sarcee Road, and adjacent to existing development on the site.

A broad range of housing choices are proposed throughout CFB West. This range of housing will encourage a mix of densities and affordability levels, provide a diversity of living opportunities and contribute to The City's broader responsibility for accommodating growth in an efficient and sustainable manner.

The CFB West Plan area also contains some outstanding natural and cultural features (e.g. topography, mature vegetation and heritage buildings) which should be retained and integrated into the new residential areas.

The key to the Plan's residential land use policies is diversity and flexibility. The idea of allowing a broad range of compatible housing types responds not only to The City's strategic objectives but also to the many dimensions of the housing market.

A small-scale multi-family development which integrates well with single-family residences

8.2 Purpose

The purpose of the residential policies is to accommodate a diversity of residential development in a form that minimizes land consumption and servicing costs and promotes a transit, bicycle and pedestrian supportive development pattern. A broad range of housing forms, predominately in the low to medium density range, is proposed throughout the area. Housing will include single-detached, semi-detached, townhouse and apartment forms. Multi-family housing will be developed in locations and at densities which will support frequent and convenient transit services.

> *"Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the car."*
>
> ***William Lieberman, Charter for the New Urbanism, 1999, page 101***

Innovatively designed and affordable housing catering to different markets shall also be encouraged to locate within the community. These may include accessory residential units, live / work units, co-housing and other forms. The Plan also supports affordable housing, both market and non-market, through private/public partnerships.

Single-family housing

Low profile multi-family housing

Multi-family housing with direct access to the street

PROPOSE

Residential areas are to be designed to be compatible with their inner suburban context, and provide a high quality residential environment which emphasizes a pedestrian scale, sensitivity to neighbourhood and historic character and close attention to detail.

8.3 Policies

8.3.1 General

The following policies apply to the residential areas identified on Figure 9. They should be considered in conjunction with the goals, principles, and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

8.3.2 Land Use

(1) The predominant use of land within the Residential Policy Area will be low to medium density residential development.

(2) Accessory uses which are compatible with and supportive of the local residential community, such as home occupations, day care, recreational, special care, institutional and other community oriented facilities shall also be allowed where considered appropriate and compatible.

(3) Accessory uses, including a medical facility may be allowed within the former Base hospital, provided the exterior of the building can be upgraded to be compatible with the proposed adjacent development.

8.3.3 Housing Types

(1) The Plan encourages a variety of housing types within the Residential Policy Area, as well as within each Residential Development Cell in order to meet the diverse needs of the community, including affordable (market and non-market) and special needs housing.

(2) Large areas designated for the same housing form are generally discouraged in favour of a mix of housing forms. An integration of housing forms is encouraged to enrich the community.

Low profile street townhousing creates an attractive streetscape

A mix of housing types can occur on one street

(3) Adaptable, innovatively designed and managed housing developments shall be allowed and supported provided such developments are designed to be compatible with adjacent development, and are part of a comprehensive plan at the Outline Plan/Land Use designation stage. Examples of acceptable management approaches are co-operatives, co-housing, and not-for-profit subsidized housing. Acceptable forms of adaptable and innovative housing may include secondary suites over garages or in basements, loft units, live / work units and flex housing.

(4) A variety of housing affordable to a wide range of income groups and household types is allowed and supported, provided such development is designed to be compatible with adjacent development.

Innovative housing ideas such as garage suites and alley units

(5) Live/work space compatible with its surrounding area is encouraged and should be located in close proximity to transit routes, collector and major roads.

(6) Home-based employment which is compatible with adjacent uses is encouraged. It provides a number of benefits to the community such as security and natural surveillance, efficient use of land and a possible reduction in work trips outside the community.

A variety of housing types, including townhousing, are encouraged

Innovative housing forms - live / work units

8.3.4 Residential Density

(1) A transit and pedestrian oriented development pattern is supported within the Residential Policy Area through a compact development pattern and sensitive intensification.

(2) The overall average residential density to be achieved within the entire Residential Policy Area shall range between a minimum of 9 units per gross developable acre and a maximum of 16 units per gross developable acre. Residential density should not be measured on an individual cell but on an area basis, in accordance with Section 8.3.4(4).

Single-family home

Townhouses located close to the street provide safety and security

(3) Development forms and densities for specific residential development cells shall be sensitive to and integrate with adjacent land uses.

(4) At the Outline Plan / Land Use Amendment stage, a developer shall submit information to demonstrate that the density range within the entire Residential Policy Area will be complied with, as detailed under residential density analysis in the Implementation part of the Plan

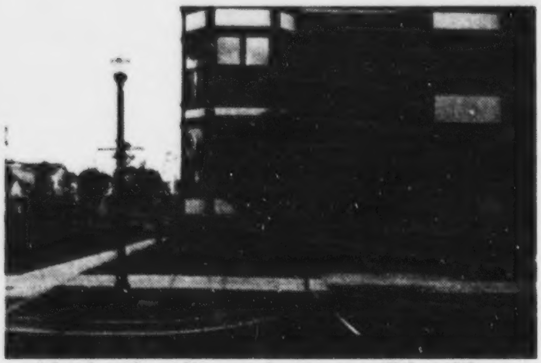
8.3.5 Multi-family Development

(1) Multi-family residential development should be provided in locations and at densities that can support frequent and convenient transit service.

(2) Multi-family residential development should be located adjacent to transit routes, open spaces, community / activity centres and nodal points (e.g. Parade Square).

8.3.6 Building Heights

(1) The maximum building height for residential development shall be four storeys, except as allowed under Policy 8.3.9.(5)(b) for the South Currie Residential Development Cell.



Live/work units can be compatible with a residential context

(2) Building heights on any block face may vary within the building height limit, in order to create interest and variety within the development.

8.3.7 Comprehensive Residential Development

(1) In order to provide opportunities for unique and innovatively designed residential development within the Residential Policy Area, comprehensively designed and managed projects, such as bareland condominium projects, co-operative housing projects, and conventional condominium projects shall be allowed provided that:

- the project is integrated with the surrounding residential area and not designed as a totally inward-oriented development which is separate from the balance of the area; and
- where appropriate, public access for vehicular and pedestrian traffic is provided through the site to support its integration with the balance of the area.

Multi-family housing adjacent to a park

8.3.8 Residential Design Criteria

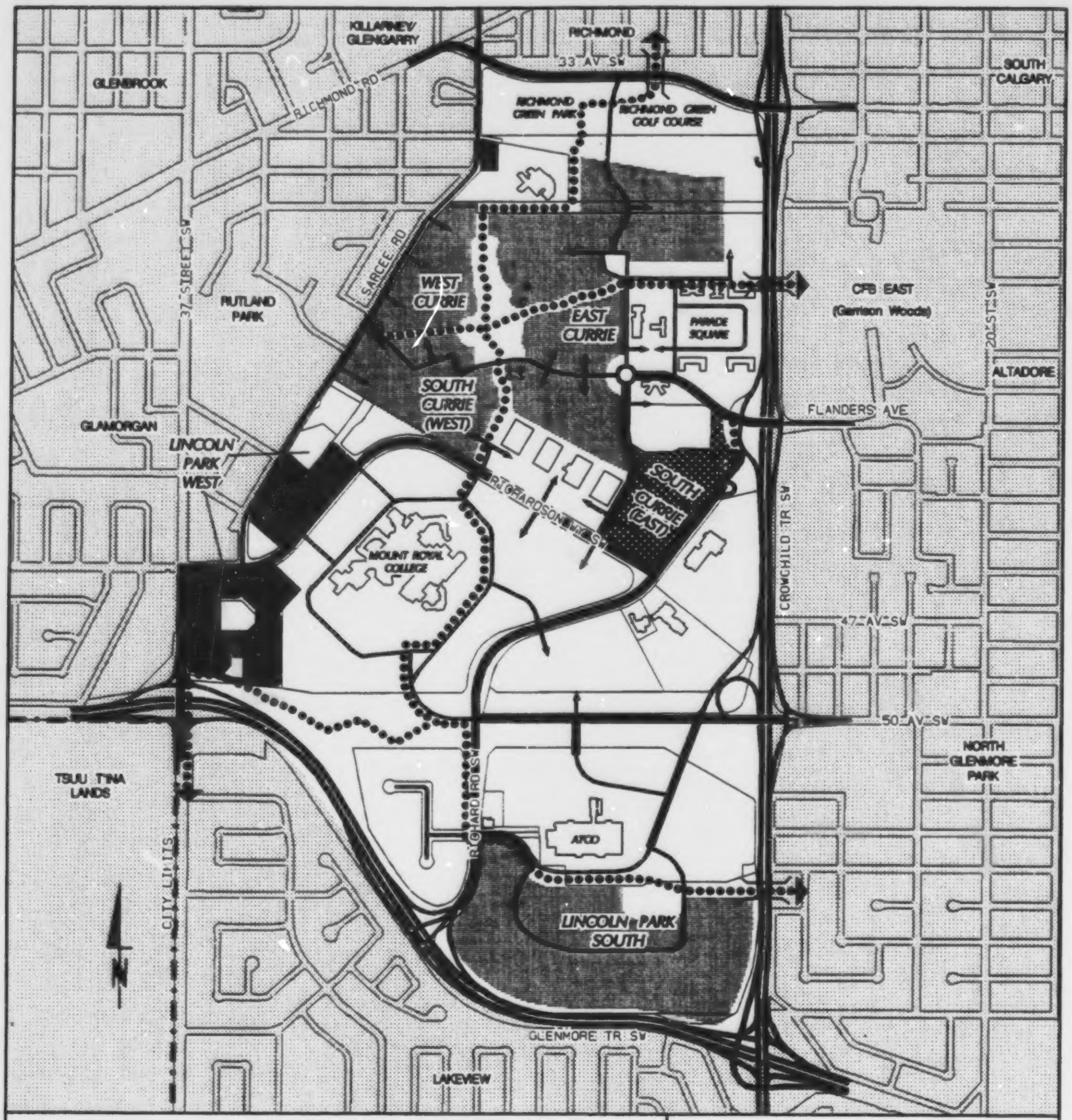
(1) General

(a) Residential setbacks from public streets should be minimized, and minimum and maximum setbacks should be established that reflect the desired character of the area.

(b) Consideration shall be given to allowing encroachment into the required setbacks to provide for front porches and other design features that promote a pedestrian–friendly and secure street environment.

Attractive pedestrian streetscape

(c) Residential development should respond to the existing topography of the site by stepping buildings down slopes in an adaptive manner.



- ▨ Proposed Residential Areas
- ■ Existing Residential Areas
- ▩ Preferred Use Residential (Alternate Use-Business/Office) (See Text)

- ═ Expressway
- ▬ Major Road
- — Other Roads
- ← Local Access Point
- ●●●●● Regional Pathway
- Pedestrian and Bike Overpass

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 9

RESIDENTIAL POLICY AREAS

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY PLANNING POLICY
CALGARY "The Best Place To Live"

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:residential

Attention to details

(d) Rear lanes should be provided in the majority of situations in order to accommodate vehicular access and parking, consistent with the area's inner-suburban context.

Rear lanes are encouraged

Rear lanes can accommodate vehicle access and play

(e) In those situations where rear lanes are not provided, front driveways and garages should be designed to be unobtrusive.

Front driveways, where required should be unobtrusive

(2) Multi-family Development

(a) Large multi-family developments, over three acres in size, should be broken into smaller components to relate to the characteristic development pattern of the inner suburbs and to enhance unit identity. Unit identity can also be emphasized through architectural treatment.

Architectural treatment enhances unit identity

(b) Where appropriate, units should have individual access from ground level.

Individual unit access

(c) New multi-family development adjacent to buildings of lower height should provide for a height transition to minimize overshadowing and overlooking.

(d) In multi-family residential developments, parking should be provided underground or in garages at the rear. Where underground or garage parking is not possible or practical, surface parking should be located to the rear of buildings or internal to the site and be well landscaped.

Underground parking is encouraged in multi family developments

(e) Surface parking between buildings and the public street should be avoided.

(3) Heritage Resources

New residential development should be compatible with the historic character of the Officers' Precinct (i.e. the Officers' Mess, Ramshead House, Brad House) and related areas, as identified in Chapter 7.

Historic "Ramshead House"

8.3.9 Residential Development Cells

The Residential Policy Area comprises four cells which will accommodate new or redeveloped housing, and one which recognizes the existing residential development area of Lincoln Park West. These residential areas are illustrated on Figure 9. One of these cells, South Currie, could be expanded to include Hangar Row which is identified for business / office development as the preferred use and residential as the alternate use. This latter area is shown on Figure 11.

While all sites provide for residential uses, they are characterized by different building types, densities and policies to recognize the variety of site configurations, locations, and existing buildings / landscapes.

(1) Existing Lincoln Park West

Low and medium density multi-family housing as currently exists is affirmed for the existing residential development cell of Lincoln Park West. Compatible and complementary recreational, institutional and other land uses are also considered appropriate.

Existing multi-family development within CFB West

(2) West Currie

West Currie accommodates new low density residential development in the west portion of the former Currie Barracks site.

(a) A variety of housing types shall be allowed within the West Currie development cell, including single-detached, semi-detached, and street and block townhousing on a variety of lot sizes.

Single-family home with front porch promotes a pedestrian-friendly street environment

(b) Notwithstanding (a) above, dwellings immediately adjacent to Sarcee Road should be limited to single-family and semi-detached forms and a maximum building height of two storeys to ensure a compatible land use transition to development on the west side of Sarcee Road.

Low profile residential development

(c) The West Currie residential development cell should be designed to preserve some mountain views from portions of Ridge Park through such techniques as open space development and dedication, road layout, siting of buildings on the lots and building heights.

(d) Existing mature vegetation in West Currie should be retained and sensitively integrated into the development, in accordance with Section 6.36.

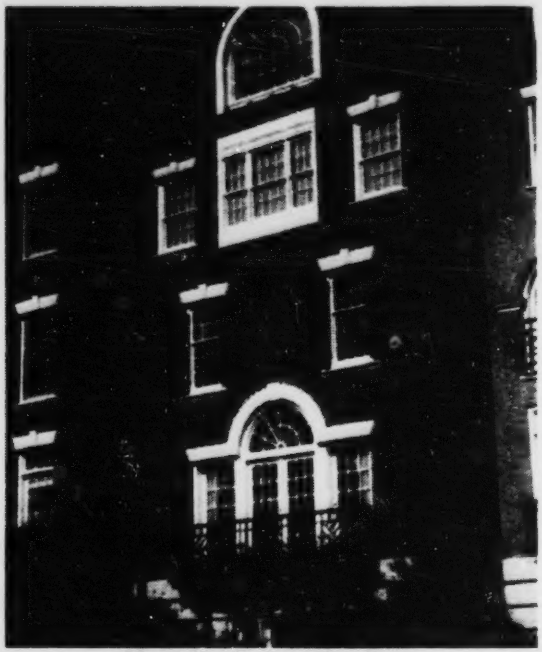
(4) East Currie

East Currie accommodates a variety of housing types in the low to medium density range in the east and central portions of the former Currie Barracks site.

Large single-family houses built close to the street

(a) A variety of housing types shall be allowed within the East Currie residential development cell, including single-detached, semi-detached, street and block townhousing, stacked townhousing and apartments on a variety of lot sizes.

(b) Multi-family housing forms in the medium density range are encouraged adjacent to the Parade Square mixed-use precinct in order to support transit and help ensure the viability of uses within the Parade Square precinct.



Multi-family housing form

(c) The City works yards located in the north portion of the East Currie residential development cell should be relocated to a more appropriate location in the city and these lands redeveloped for residential uses, in the low to medium density range. [See Section 11.3.5.(2).]

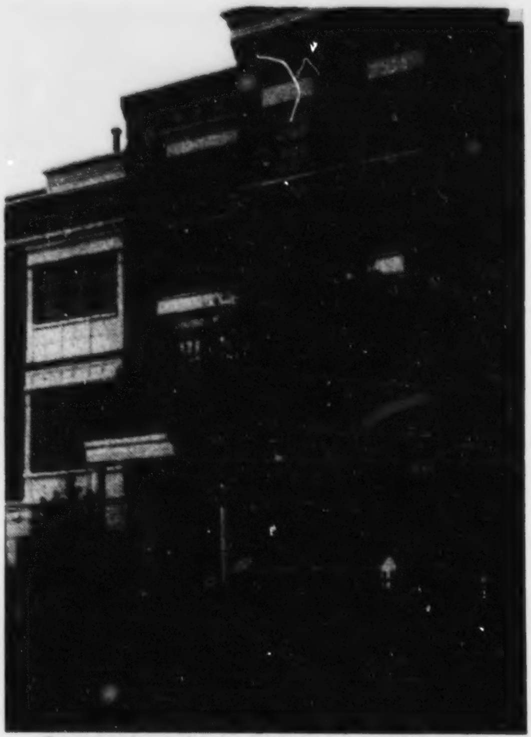
Where contamination is an issue on these lands, the owner shall be responsible for ensuring that the land is suitable for its intended purpose. A site remediation plan shall be prepared where appropriate, and reviewed by Alberta Environmental Protection and Calgary Health Services.

New residential development should be compatible with the Officer's Mess

(d) The outstanding natural and cultural features (e.g. topography, natural vegetation, and heritage buildings) contained within the East Currie cell should be retained and sensitively integrated into the overall design of this cell. Where appropriate, the Approving Authority may consider relaxations to building locations, setbacks and other requirements to ensure the preservation of these features.

(5) South Currie

South Currie provides for predominately multi-family residential development in the medium density range with opportunity for larger scaled, comprehensively designed projects. This residential development cell comprises two sites: South Currie (West), located west of the Hangar Row precinct and South Currie (East), located east of the Hangar Row precinct.



Comprehensively designed multi family housing

Medium density multi family housing

(a) A variety of multi-family housing types shall be allowed in this area including semi-detached, duplex, fourplex, townhouse, stacked townhouse and apartment development. Single-detached housing may be allowed provided it does not dominate the area and can be sensitively integrated with adjacent residential development.

(b) Higher density multi-family residential uses with a maximum building height of 12 storeys may be developed within the South Currie residential development cell provided the proposal is:

- sensitively integrated with adjacent residential uses;
- located in proximity to a transit route; and
- where buildings are greater than four storeys in height, they should be developed as part of a comprehensive design that consists of a variety of building heights and forms.

(c) While the preferred use of the South Currie (East) lands is for residential development, the Plan recognizes the potential conversion of this area or a portion of this area for business / office uses associated with the expansion of the Hangar Row area, depending on the success of the movie / television industry within this area.

If this occurs, the policies of the Business / Office area and Hangar Row shall apply and the area shall be designed to integrate with and form a logical extension of Hangar Row.

Ground level unit access

(d) The South Currie (West) area shall be designed to gain access from the south (i.e. Richardson Way S.W.) in order to prohibit direct access to Sarcee Road.

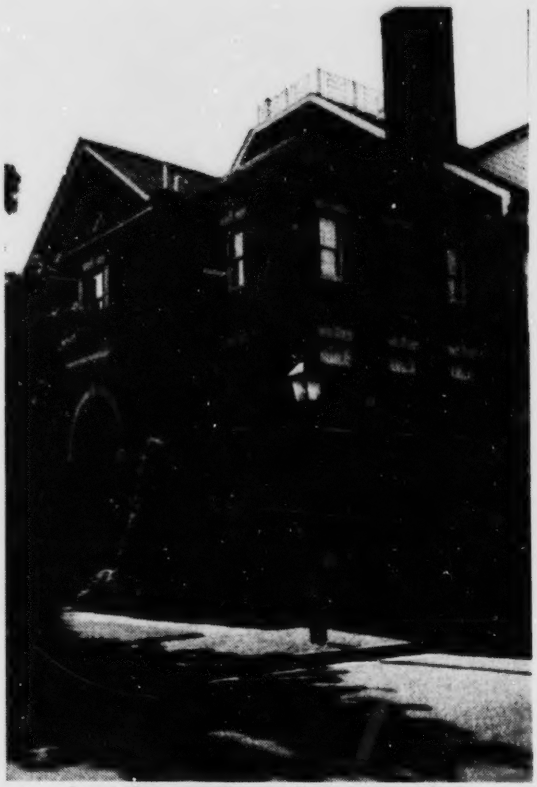
(6) Lincoln Park South

Lincoln Park South accommodates a variety of housing types including the re-use of a portion of the existing housing stock.

(a) A variety of housing types shall be allowed within the Lincoln Park South residential development cell including single-family, semi-detached, townhouse and apartment uses. This area shall also allow for the re-use and retention of a portion of the existing single and semi-detached housing stock in the central portion of the area, together with selective new residential infill development in the form of new single and semi-detached units..

Refurbished military housing stock

Military housing upgraded for today's market



Low rise apartment helps provide a variety of housing needs

(b) Small-scale multi-family residential development in the form of townhouse or apartment buildings shall be allowed within the reuse areas provided that they can be sensitively integrated with the low-density housing stock in form and scale.

(c) Low to medium density multi-family housing forms shall be allowed in the eastern and western portions of the cell.

(d) The reuse portion of the cell shall meet the following performance criteria:

- re-use areas should be intensified over current development levels;
- exterior treatment of all retained units should be upgraded to the satisfaction of the Approving Authority;
- the existing mature vegetation should be retained wherever possible; and
- the reuse area should contain a mix of unit types (i.e. single, semi-detached) and unit sizes.

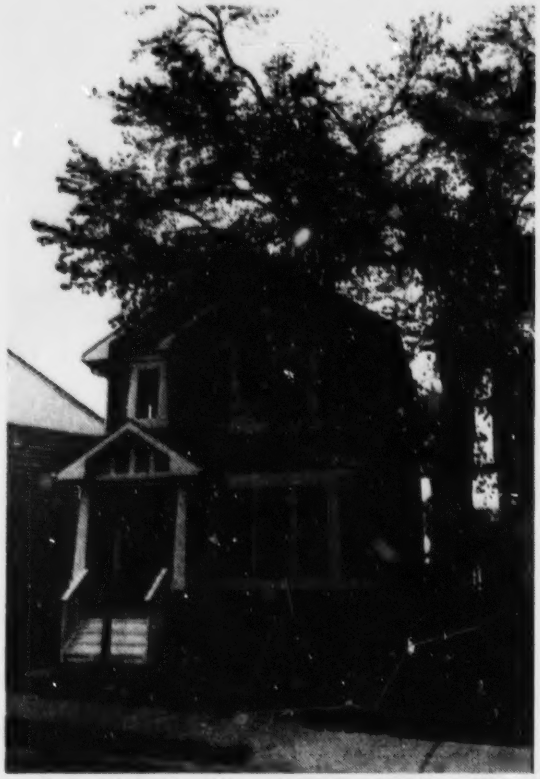
8.3.10 Non-Market Housing

(1) Partnerships

(a) In order to facilitate the provision of non-market housing, The City will consider partnership / joint ventures with non-profit organizations, other levels of government, federal or provincial agencies and the private sector to deliver non-market housing within the Plan area.

(b) The City may use its assets to leverage or augment participation in affordable housing projects in partnership with other levels of government and private developers.

(c) Proposals for social, special needs or non-market housing should meet the following criteria:



Refurbished military housing can provide affordable accommodation

- the development should be well designed;
- the development should integrate well with adjacent development within the community;
- the development should be small-scale, easily integrated within the neighbourhood, and provided in a variety of locations rather than as one large-scale development concentrated in one area;

- the development should represent a mixed model project, which contains both non-market and market housing units;
- the management structure of the project should ensure that rents can be retained at affordable levels on a long-term basis;
- the development should provide housing for target groups including the working poor and special needs and / or core needs clients;
- units and developments should be suitably designed to meet the long-term needs of the target groups;
- developments should be located in proximity to services necessary to fulfill the daily basic needs of the target group (e.g. transit, schools, and essential shopping needs).

Low-profile, multi-family housing

(2) Legacy

(a) As part of a legacy in CFB West for all Calgarians, The City is prepared to assist and participate in the development of a legacy housing project or projects, subject to budget considerations and partnership arrangements with other levels of government and/or non-profit and other housing providers, in accordance with the criteria in Section 8.3.10.(1).

(b) The Plan recommends that Council establish a "CFB West Non-market Housing Steering Committee" which may include members from the CAR and/or other interested citizens, representatives from municipal, provincial and federal government agencies, and others to pursue the provision of non-market housing in CFB West. In addition, the Committee is required to report to Council on the progress with respect to a legacy non-market housing project within two years' time after the Plan approval.

(c) The City shall forward a copy of the approved CFB West Master Plan to the provincial and federal governments inviting them to participate in the CFB West Non-market Housing Steering Committee, and requesting resources, such as funding, land or other means, that will be needed to provide non-market housing in CFB West.

Note: The CFB West Citizens' Advisory Roundtable (CAR) places a high priority on the provision of affordable housing, particularly non-market housing, in CFB West. CAR suggests that the legacy housing project or projects referenced in 8.3.10.(2)(a) be built in the initial phases of development with a target of at least 60 non-market units.

(3) Incentives

In order to encourage and facilitate the delivery of affordable and non-market housing within the Plan area, the Approving Authority is encouraged to consider the following:

- giving priority in the approval process for applications that demonstrate development of affordable and/or non-market housing; and
- considering proposals that request Land Use Bylaw relaxations (e.g. yards, parking requirements), modify minimum road and other infrastructure standards, or density bonuses to facilitate the development of non-market or special needs housing units.

This multi-family residential development provides individual unit identity

A mix of compatible housing forms meets a range of housing needs

9.0 Mixed Use

A fine-grained mix of uses - retail, office and residential uses

9.1 Context

> *"Mixed land use and development are being officially promoted as essential to the creation and maintenance of attractive, liveable and sustainable urban environments. Criticisms of single-use zoning are not new, but concern for environmental sustainability and for the quality of urban design, has given new impetus to the goal of integrated land use."*
>
> ***Alan Rowley, Mixed-Use Development: Concept and Realities, University of Reading, 1996, page 1***

Mixed use developments can be within a single building on a single site or in several buildings within the same district where compatible land uses, such as residential, office, educational, recreational, retail and other services are located in close proximity to each other. Mixed use areas are often focal points because of the variety of activities and special character they usually offer to a community.

In light of the more intensive level of activities in mixed use areas, these areas often function as transit nodes, where a higher level of transit service and/or a number of routes will usually be co-ordinated with the development in the area to better serve residents, workers, and visitors.

9.2 Purpose

The purpose of the policies for the mixed use areas is to provide opportunities within the community for a fine-grained mix of residential, retail, office, institutional and other services. This will add variety, vitality and character to the community and promote special places; support transit nodes; animate streets with a variety of uses, make streets active for more hours of the day; and provide convenience and security to residents, employees, and visitors.

Mixed use "Mainstreet"

9.3 Policies

9.3.1 General

The following policies apply to the mixed use areas shown on Figure 10. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit Stages, as appropriate.

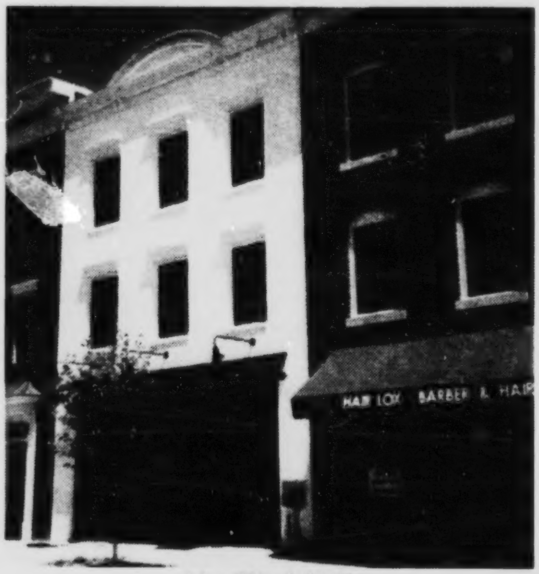
9.3.2 Land Use

(1) Mixed use development shall be transit supportive and pedestrian-oriented and should include a variety of land uses within convenient walking distance of each other.

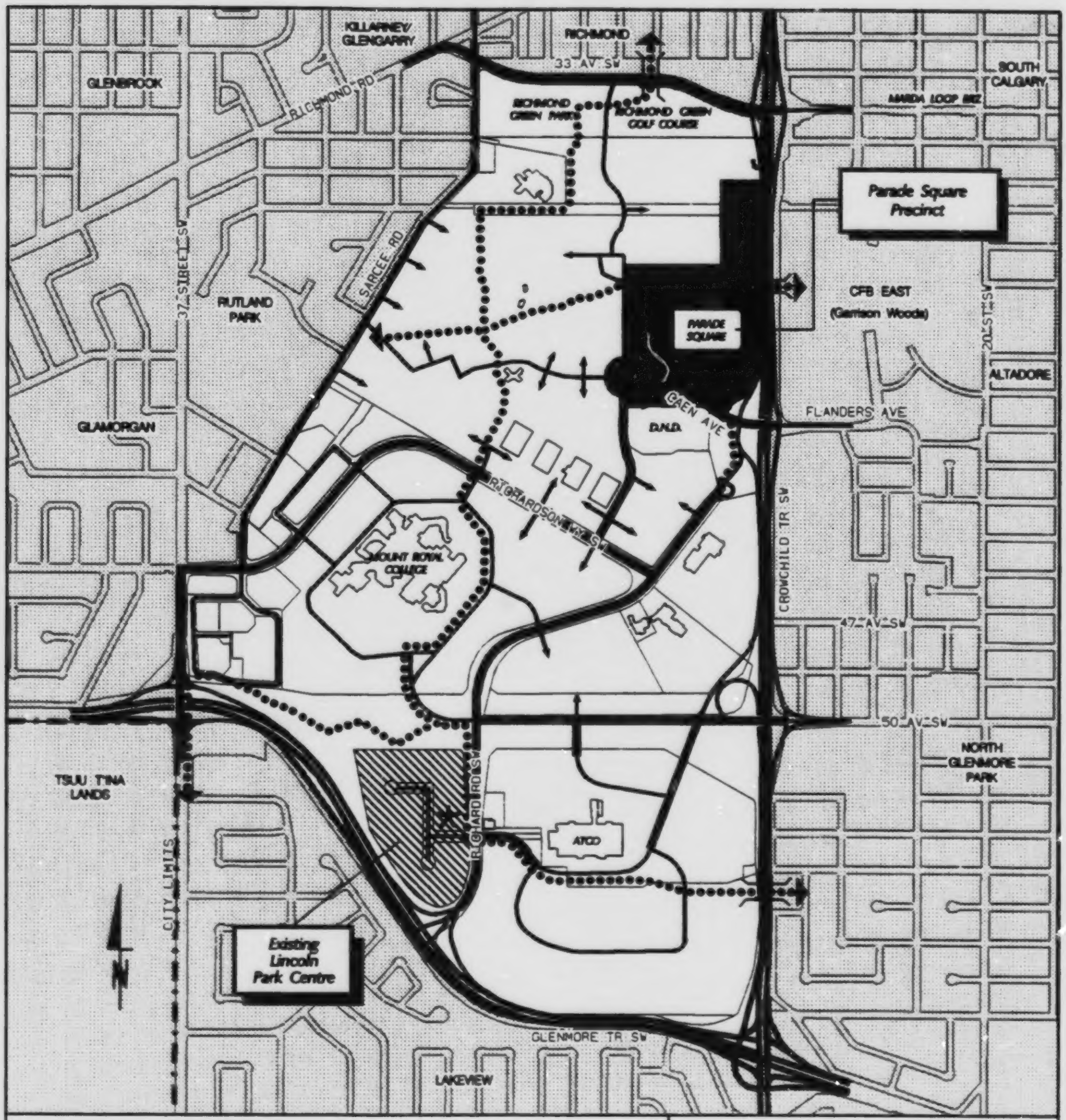
Pedestrian-oriented mixed use area

(2) Mixed use development should include compatible and mutually supportive land uses.

(3) The mixed use policy areas are suitable for a mix of uses which may include residential, live / work, retail commercial, office, special care facilities, institutional, open space and recreational uses.



Live/Work Units



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 10

MIXED USE POLICY AREAS

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:mupolicy2

A pedestrian-oriented shopping street

(4) The Plan discourages additional auto-oriented uses in mixed use areas, including auto sales and service centres, gas service stations, drive-in or drive-through businesses, big box retail, (power centre forms of development) or businesses with outside storage requirements.

(5) Direct Control District(s) should be used in the Mixed Use Policy Areas and contain guidelines that reflect the policies of this Plan.

9.3.3 Density

(1) An overall average floor area ratio (F.A.R.) of up to 2.0 (i.e. a building floor area equal to twice the site area) is permitted based on the developable lands within the Mixed Use Policy Area.

(2) This overall average density limit may be varied where the Approving Authority considers it appropriate to achieve the purpose of the Mixed Use policies and provided that the development is determined to be:

- compatible with the surrounding land uses:
- consistent with the evolving character of the area:
- suitable in terms of parking, landscaping and design; and
- adequately serviced by roads and utilities.

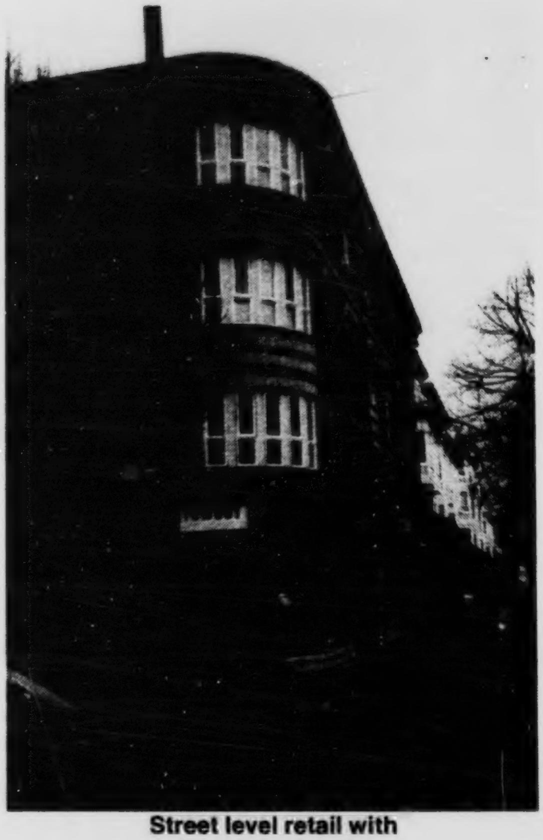
9.3.4 Mixed Use Design Criteria

(1) Mixed use areas should be designed to provide safe, direct, and convenient connections between uses. Connections among buildings could take the form of exterior arcades, sidewalks, pathways, or above-ground climate-controlled links.

(2) Mixed use areas should have a co-ordinated system of signage, lighting, and other design elements such as street furniture, landscaping,

Active pedestrian oriented arcade

Attractive co-ordinated system of signage and lighting



Street level retail with residential units above

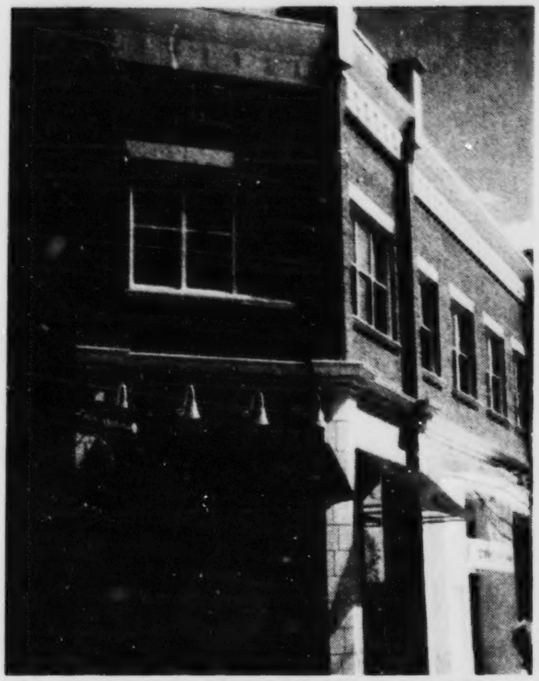
information kiosks and others to create an attractive appearance in the area, and tie the various mixed use components together.

(3) To maintain a pedestrian-orientation, and to encourage street front activities, buildings that face streets in the mixed use policy areas may have a zero setback for buildings with at grade retail uses. The built form shall be oriented to ground-level entry, providing easy and legible access to sidewalks, pathways and transit.

(4) To support the general pedestrian-orientation theme, sidewalks are required throughout the area. The location and quality of walkways will be emphasized to ensure continuity with adjacent uses.

(5) Lighting for non-residential uses and parking lots shall be provided to improve personal safety. It should be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact residential use.

Mixed use project with street level retail



A mixed use development with ground floor retail and office above

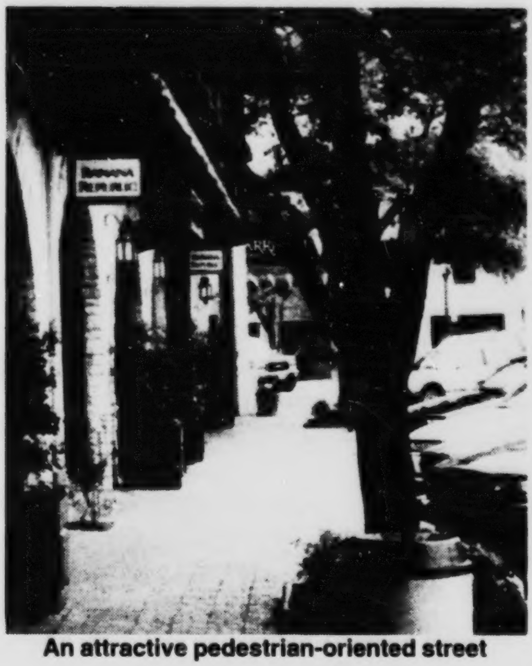
(6) Themed landscape and design elements such as benches, signage, and lighting that may add to the interest and character of the district are encouraged.

(7) Mechanical equipment should be screened and integrated into the design of the building in order to minimize the impact from public view and contribute to an attractive streetscape.

(8) Loading and storage facilities and commercial service and delivery areas should be located away from public streets and pathways, visually screened, and designed as integral parts of the development. The impact of such areas on adjacent residential uses should be minimized.

(9) Garbage areas should be located away from public streets and pathways, visually screened from adjacent residential properties yet designed to enable the user's surveillance into

Coordinated signage and street furniture unify a mixed use area the enclosure. Such facilities should also be designed as an integral part of the development. The impact of such areas on adjacent residential uses should be minimized.

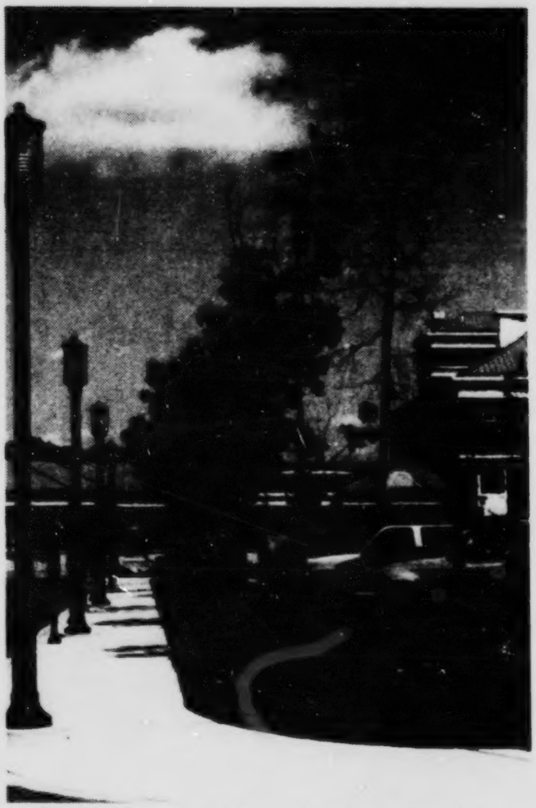


An attractive pedestrian-oriented street

Parking areas should be attractively landscaped

9.3.5 Parking

(1) When two or more land uses within a building or on the same site or adjacent to each other have distinctly different hours of operation (e.g. office and church), such uses may qualify for a shared parking credit to reduce the amount of the required parking for individual uses. The amount of reduction and the conditions attached to it will be determined at the development permit application stage.



Parking area within a mixed use precinct

(2) Parking and vehicular access for mixed-use projects should be provided so as not to negatively disrupt the visual quality and continuity of retail shopping frontages or the pedestrian flow.

(3) To encourage bicycle use, all development shall include facilities for residents or employees to secure bicycles. Bicycle racks and lockers should be located in convenient, visible, well-lit areas.

(4) Crime Prevention Through Environmental Design (C.P.T.E.D.) principles will be incorporated into all parking areas or structures to enhance public safety.

9.3.6 Mixed Use Development Cells

The Mixed Use Policy Area comprises two development cells: the Parade Square Precinct and an existing previously approved cell at Lincoln Park Centre. These areas are shown on Figure 10. A third cell, on the 50 Avenue right-of-way, west of Richard Road S.W., is identified for institutional development as the preferred land use and mixed use as the alternative. If this occurs, the policies of the Mixed Use Area should apply to this development cell. This latter area is illustrated on Figure 12.

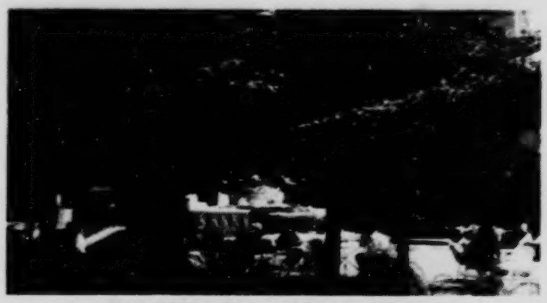
(1) Existing Lincoln Park Centre

The existing DC (Direct Control), C-1 and C-1A (Local Commercial) land use designations, which accommodate a multi-family housing complex and a range of retail and office uses in the Lincoln Park Centre site are recognized. They were initially approved by City Council prior to the closure of the Base.

(2) Parade Square Precinct

(a) The Plan encourages development of the historic Parade Square Precinct with a variety of uses as one of the major focal points and special places in CFB West.

(b) The mix of uses shall include residential, office, open space and retail. It may also include educational, cultural, and entertainment uses. The amount or mix of the various land uses will be determined at the outline plan/land use redesignation stage.



Provision for outdoor spaces

The mix should include approximately 1.6 ha± (4.0 ac±) of parkland on Parade Square, designed to be used year round and to accommodate community activities and special events [See Section 12.3.6(1)(b)].

(c) Residential development either located on or fronting onto Parade Square is strongly encouraged as it will:

- provide support for the businesses and activities on the square;

Creation of special, active places

- enhance safety and security during the day and evening; and
- ensure that the area is active and vital.

(d) The mixed use boundary fronting onto the eastern portion of Parade Square, and the amount of housing and/or any other permanent physical development on the Square, will be determined after consultation with and approval from Alberta Community Development, in compliance with the Provincial Historic Resource designation (See Section 7.3).

(e) The Approving Authority should consider how development around and on Parade Square may be designed or modified to allow activities that can add to the vitality of the public space without detracting from the historic significance of Parade Square.

(f) The Plan supports preservation and adaptive re-use of existing historic structures while allowing sensitive infill to take advantage of the historic setting for mixed use developments.

(g) In recognition of the historic character of the precinct, new development should respect the following guiding principles:

- maintain the existing front elevation setbacks and heights around Parade Square;
- maintain existing side elevation setbacks and heights for 6 m back from the Parade Square elevation;
- respect existing roof-lines and geometry along the Parade Square elevation; and
- use compatible materials, colours, and window patterns. The reference to Palladium architectural styles is also possible in any new building character.

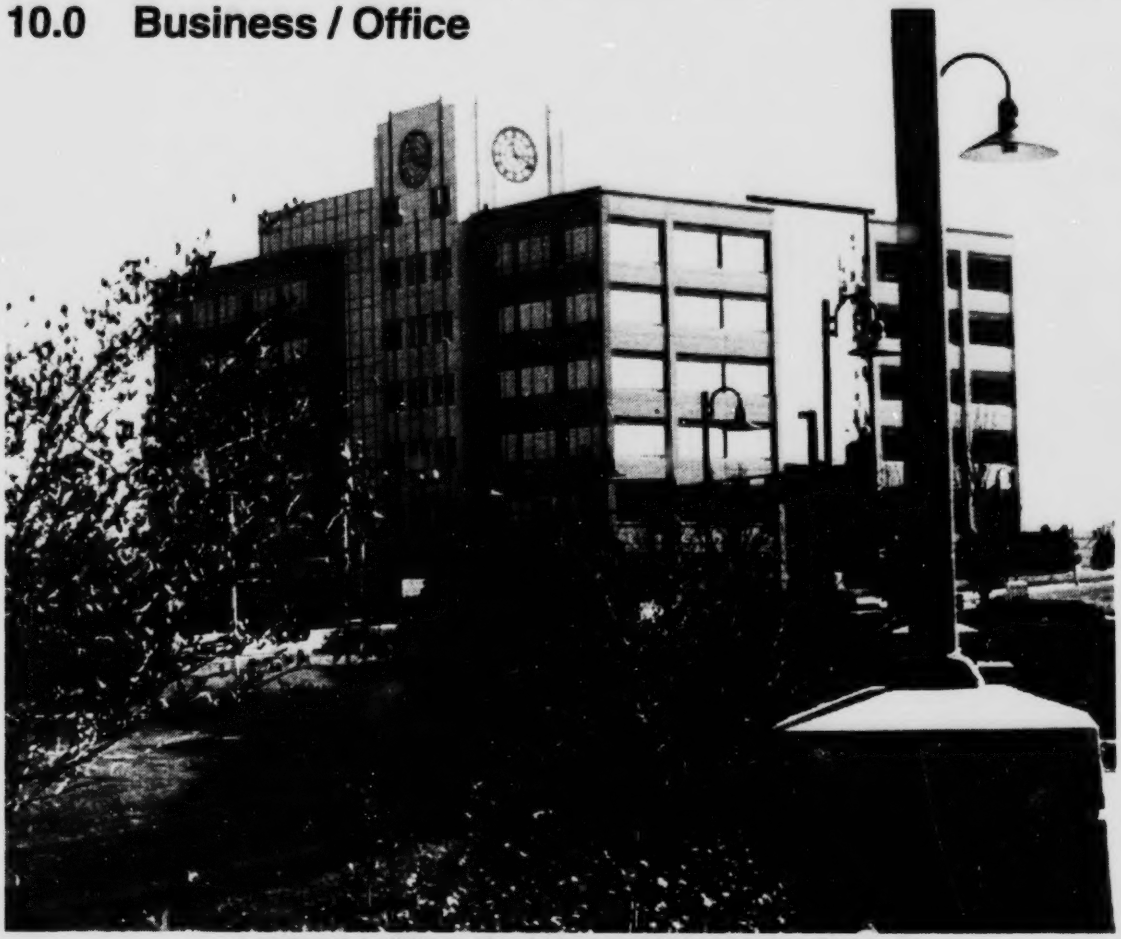
Buildings located close to the street

(h) The "Main Street", the new main access road into the community which is located along a re-aligned Caen Avenue, should be developed as the commercial heart of the community, providing retail/commercial at grade and office and /or residential apartments above.

(i) The "Main Street" area, located along Caen Avenue should have a variety of building elevations up to four storeys, except as noted below.

(j) Buildings in the range of six to eight storeys may be considered, to provide flexibility and to encourage creative design in landmark locations (e.g., the entrance gateway of Caen Avenue).

10.0 Business / Office



Landmark buildings should be provided at key locations

10.1 Context

> *"We live closer to where we work, relying less on our cars for the shorter work trip and more on transit, walking and cycling . . .."*
>
> ***Calgary Transportation Plan, 1995***

One of the strategic thrusts of the Calgary Plan and the Calgary Transportation Plan is to encourage the availability of more job opportunities within easy walking and commuting distance of where people live, thereby creating more sustainable communities. By locating compatible jobs within and close to residential neighbourhoods, the resulting mix of activities can better support walking, cycling, transit and short vehicle trips.

> *"If you spend eight hours of your day at work, and eight hours at home, there is no reason why your workplace should be any less of a community than your home."*
>
> ***Christopher Alexander, et al,***
> ***A Pattern Language, 1977***

Replacing jobs lost due to the closure of the Base and providing additional non-retail employment opportunities in CFB West would reduce the imbalance of jobs to population in the west sector of the city, bring jobs and homes closer together and therefore, help meet The City's strategic objectives.

CFB West is one of the few locations where developable land is available in the southwest sector of the city for employment related uses and where The City owns substantial areas of land and can use its ownership to influence future employment patterns.

The Employment Centres Strategy, adopted by City Council in 1999, identifies CFB West as the location for a potential, primarily non-retail employment area. An employment area as generally defined in the Strategy is expected to accommodate employment intensive activity such as business / office park development, high technology uses, or flex uses comprising substantial office with clean manufacturing.

If the Master Plan is to implement City Council's strategic policies on mobility and achieve a reasonable jobs target, the majority of future jobs in CFB West will have to be based on employment intensive activity such as office employment. Office development, as well as the high technology-based uses, and movie and television industry uses, tend to be efficient utilizers of space, yield a higher number of employees for an equivalent amount of building and land area compared to other commercial / industrial users, and are also "clean". Office, high technology, and movie and television employment can integrate well into a residential context and create an acceptable level of impact.

10.2 Purpose

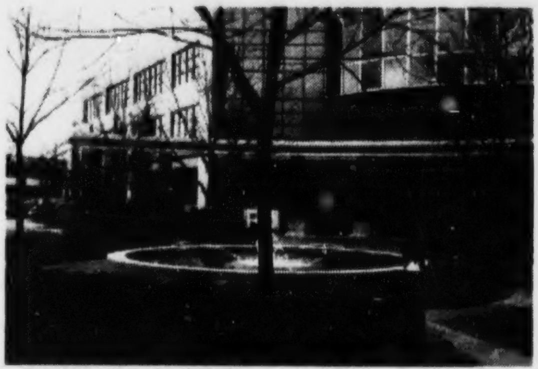
The purpose of the business / office policies is to accommodate a range of intensive, non-retail employment opportunities in an urban setting characterized by a high-quality, cohesive design.

Employment provided in an urban setting

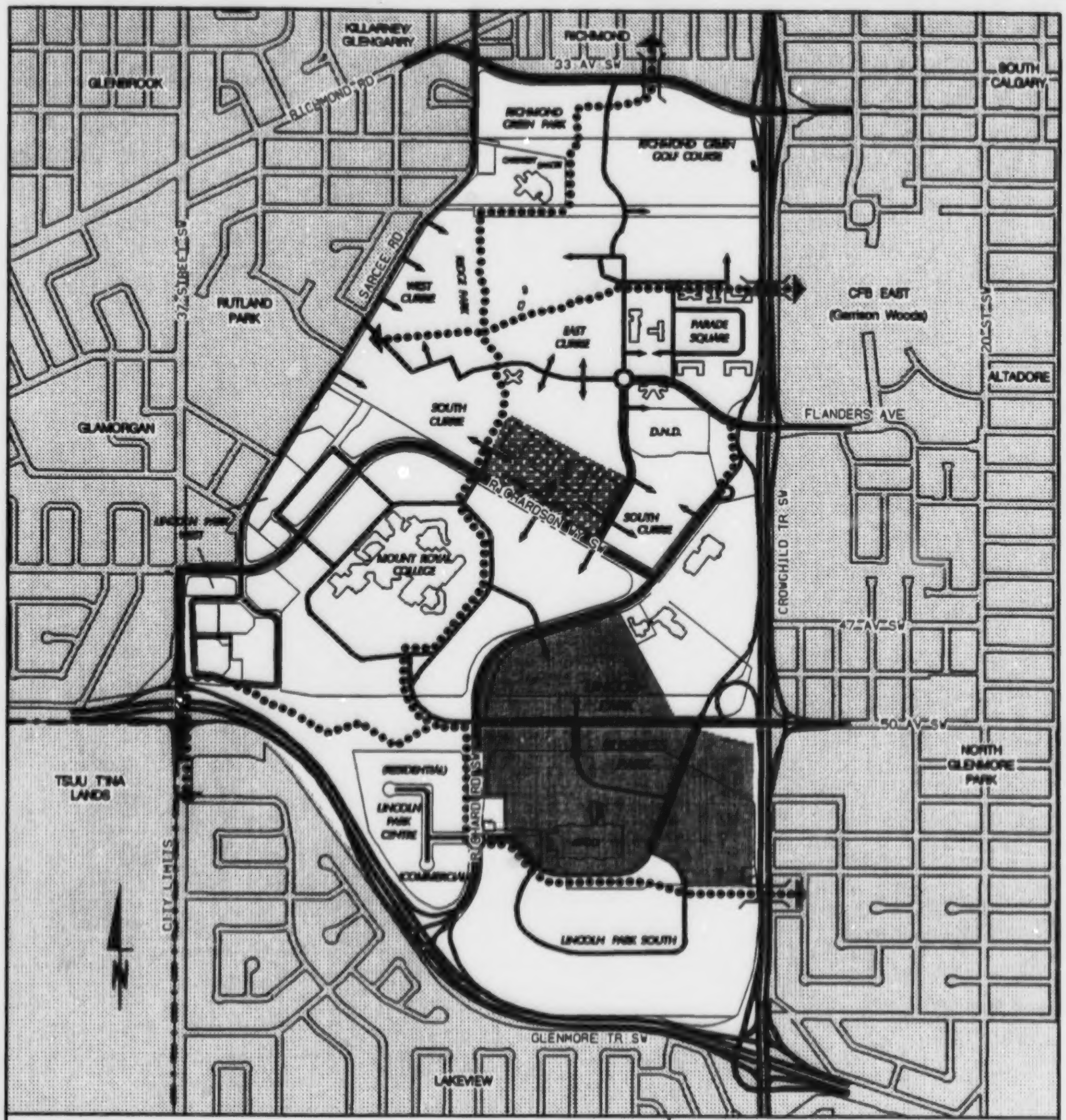
10.3 Policies

10.3.1 General

The following policies apply to the business / office areas identified on Figure 11. They shall be considered in conjunction with the goals, principles, and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stage, as appropriate.



Architectural detail and landscaping unify a business park environment



■ Business/Office

▨ Preferred Use Business/Office (Alternate Use-Residential) (See Text)

═ Expressway

▬ Major Road

— Other Roads

← Local Access Point

●●●●● Regional Pathway

)(Pedestrian and Bike Overpass

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 11

BUSINESS/OFFICE POLICY AREAS

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:busoff

10.3.2 Land Uses

(1) The predominant use of land within these areas shall be intensive, non-retail, employment-generating uses. These may include office only or substantial offices with ancillary uses, such as clean manufacturing and high technology uses in the same building. Movie and television production is encouraged in the Hangar Row Precinct.

(2) Accessory uses which provide goods and services to employees and business clients, and which are complementary to the predominant employment-related uses, should be allowed subject to a site specific review. Accessory uses may include local convenience commercial, restaurants, hotels, staff fitness and day care facilities, personal services and other uses which support the predominant uses. Such uses should locate near transit facilities where possible to add vitality at these nodes.

Supportive uses such as restaurants cater to employees

(3) All business-related uses, including vehicle maintenance and the storage of vehicles, not used by employees for their journey to work, should take place underground or within buildings or structures. Outdoor storage of equipment, materials and products shall not be permitted, except as provided for in Sections 10.3.7(1)(a)(iii) and 10.3.7(2)(a)(iii) and (iv).

(4) Uses not permitted, include large scale warehouses, major destination retail, big-box retail, churches, gaming establishments, athletic and recreational facilities and auto-oriented uses, such as service stations and auto sales and service.

(5) Direct Control District(s) shall be used throughout the Business / Office Areas and contain guidelines which reflect the design criteria. Appropriate Direct Control land use designation applications should be submitted with the intent of having an approval, no later than 2002 January 01. After that date, The City in cooperation with the landowner(s) may initiate a Direct Control land use designation.

10.3.3 Density

(1) An overall average floor area ratio (F.A.R.), up to 1.0 (i.e. a building floor area equal to the site area) is permitted based on the developable lands within the entire Business / Office Area, except as provided for in Policy 10.3.3(2).

(2) The overall average density limit may be varied where the Approving Authority considers it appropriate to achieve the purpose of the Business / Office policies and provided the development is determined to be:

- compatible with the surrounding land uses;
- consistent with the evolving character of the area;
- suitable in terms of parking, landscaping and design; and
- adequately serviced by roads and utilities.

10.3.4 Transit-Supportive Development

(1) Employment concentrations should be of sufficient intensity to support the delivery of efficient transit service. Wherever possible, the most intensive uses or clustering of services should be located near transit facilities in order to promote ridership.

Landscaping and sidewalks provide an attractive pedestrian environment

(2) Development should provide for direct and convenient access to transit facilities.

10.3.5 Building Height

Buildings up to four storeys in height are allowed within Business / Office areas, except that building heights up to a maximum of eight storeys may be allowed to accommodate landmark buildings at major entrances located along 50 Avenue S.W. and Richardson Way S.W.

Where buildings are located immediately adjacent to residential areas, a lower buildings height may be approved to ensure compatibility.

10.3.6 Residential Compatibility

(1) Where determined necessary, setback requirements, landscaping, orientation, building design, and other measures should be used to create a suitable and compatible interface with adjacent residential development.

High quality landscaping within a business park

(2) Roads should be configured and access points located so as to minimize the negative impact of business traffic on the adjacent residential area. (e.g. shortcutting truck or service traffic).

(3) Lighting shall be directed away from any adjacent residential development.

(5) Expansion of business / office uses into adjacent residential areas is strongly discouraged.

10.3.7 Business / Office Design Criteria

(1) **Parking**

(a) All parking for employees and visitors should be provided on the site.

(b) Parking relaxations may be considered only where the development is located in proximity to transit service.

(c) Parking areas should be designed to complement the site, provide clear and direct access from the public street, and discourage spillover parking onto adjacent residential streets.

(d) Underground or low rise parking structures are encouraged. Where this is not practical, surface parking areas shall be located and landscaped to minimize views of parked cars from public thoroughfares and adjacent residential properties, yet maintaining the sightlines from the building it serves.

(e) Where a parking structure is provided, it should be located to minimize visibility from public thoroughfares and adjacent residential properties, and designed to be compatible with and maintain the sightlines from the building(s) it serves.

Structured Parking

(f) Crime Prevention Through Environmental Design (C.P.T.E.D.) principles will be incorporated into all parking areas and structures to maximize public safety.

(2) **Comprehensive Design**

(a) All developments should be planned and designed as an integral part of the proposed streetscape and overall business park development. Architectural design integrity and execution should be addressed through the use of architectural and urban design controls to support the overall quality and image sought in Business / Office areas. The integrity of the public and private domains within these areas should not be compromised by the development of any particular site.

New buildings oriented to the street

(b) New buildings shall be oriented to the public street to reflect a more urban, pedestrian-oriented character envisioned for the Business / Office areas.

(c) High quality and uniform signage, lighting and landscaping should be provided in a comprehensive manner in order to create an attractive and coherent business environment.

High quality landscaping

(d) The entries on multiple tenant buildings should each be individually identified without detracting from the building's overall appearance.

(e) Sidewalks should be provided throughout the Business / Office areas to encourage pedestrian circulation.

(f) The development of distinctive gateways is encouraged at major entrances to the Business / Office Areas, by mechanisms such as enhanced landscaping, building design or other features.

(3) Servicing Areas

(a) Mechanical equipment should be architecturally screened and integrated into the design of the building to minimize the impact from public view.

(b) Loading, outside storage areas where permitted, and commercial service and delivery areas should be located away from public streets, pathways, and residential uses, visually screened from public thoroughfares, and designed as an integral part of the development.

(c) Garbage areas should be located away from public streets and pathways, visually screened from adjacent residential properties yet designed to enable user's surveillance into the enclosure, as well as being designed as an integral part of the development. The impact of such areas on adjacent residential uses should be minimized.

10.3.8 Business / Office Development Cells

The Business / Office Policy area comprises two development cells. They are the Hangar Row precinct and the Lincoln Park Business Park. These areas are shown on Figure 11. A third cell at South Currie, east of Hangar Row, is identified for residential development as the preferred land use and business / office as the alternative use. This latter area is shown on Figure 9.

(1) The Hangar Row Precinct

The Hangar Row precinct accommodates employment opportunities using new and existing hangar buildings for movie and television production studios, associated activities and business / office uses.

Film production facilities within CFB West

Surface parking areas are well landscaped

(a) Land Uses

(i) Movie and television production studios and associated uses and support services are strongly encouraged to continue using the existing buildings. One or more of the hangars could be redeveloped to accommodate a range of compatible business / office uses.

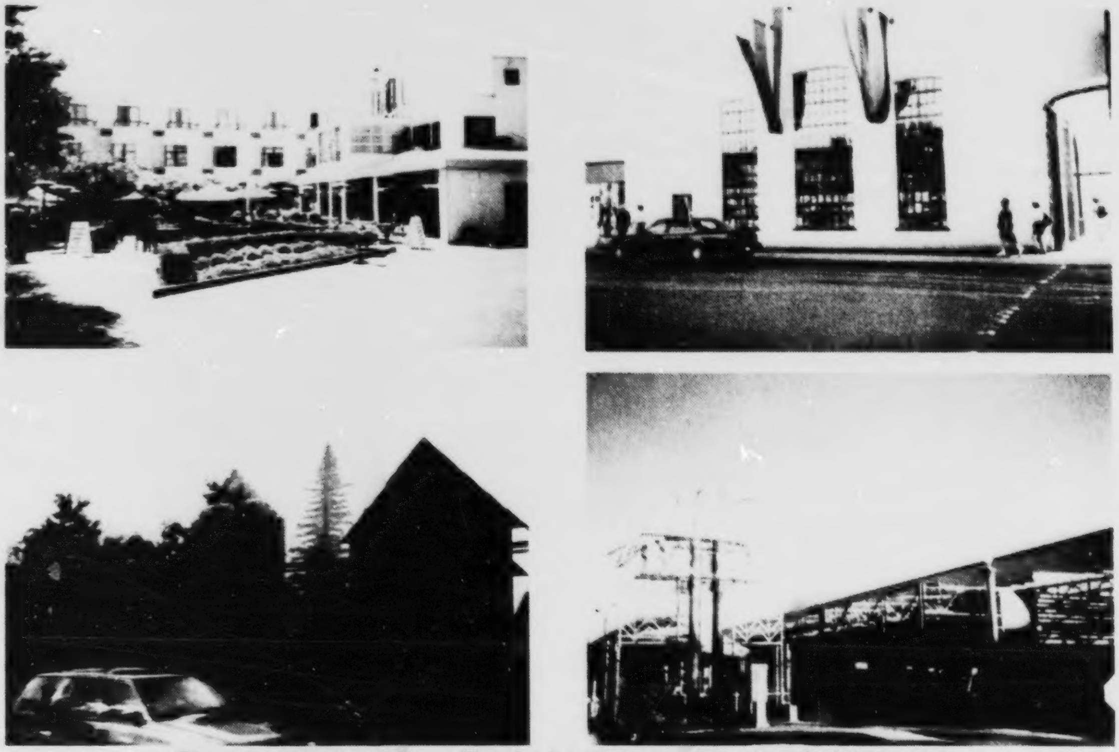
(ii) Other uses which are complementary to and compatible with the uses proposed in the hangars are encouraged. These might occur within the hangar row precinct in the form of mixed-use development oriented to and adjacent to Richardson Way. These uses could include offices, support services, restaurant, retail commercial, personal service uses, and a limited range of light industrial uses which are related to film and television production uses (e.g. graphic studios, model building shops).

Existing hangar row
is used for movie production

Support services, such as restaurants

(iii) General and heavy industrial uses, and those requiring outside storage are prohibited except that outside storage may be permitted in association with movie and television production studios, provided that it ensures that the outside storage is:

- directly related to the movie and television production studios;
- located and landscaped so as to be visually screened from public thoroughfares and from adjacent uses to the satisfaction of the Approving Authority; and
- subject to performance standards to avoid conditions which may be objectionable beyond the boundary of the site containing the storage area.



The exterior of buildings like the hangars can be upgraded through architectural detailing, colour and other techniques

Existing hangars could be upgraded in appearance

(b) Future Alternative Use

Should the long-term viability of Hangar Row for movie and television production and associated uses not be realized, the Plan recognizes the potential conversion of this area or a portion of this area to residential use. If this occurs, it should be through a comprehensive plan for the whole development cell prepared in accordance with the policies of the Residential Area and the South Currie development cell.

(c) Retention of the Existing Buildings

(i) The Plan encourages the retention and reuse of the existing hangars. However, the Plan recognizes the existing hangars may be demolished to accommodate long-term development.

(ii) The Plan recognizes the unique architecture, character, and historic legacy of the hangars and supports the opportunities these buildings offer for developing a special "focus" or use in this precinct.

New buildings scaled to the pedestrian

(iii) Creative and special treatment of the large hangar walls, such as murals or other decorative features are encouraged to create a special and festive spirit for the precinct.

Hangars can be dressed up through the use of special treatment such as canopies, signage

(d) New Buildings

(i) The Plan also supports the development of new buildings within the Hangar Row precinct. These new buildings may either infill among the existing hangars or occur adjacent to and orient to Richardson Way.

(ii) New buildings located adjacent to a public street should be scaled to the pedestrian (e.g. reduced building setback).

(e) Access

Vehicular access to Hangar Row may be provided from Richardson Way and/or from the east and west boundaries of the Hangar Row precinct.

(3) The Lincoln Park Business Park

The Lincoln Park Business Park provides employment opportunities within a comprehensively designed corporate business park which contains primarily office and high technology uses. The fundamental design concept for the business park is an urban, business environment characterized by a high level of design, and a visually cohesive image.

Attention to building design and landscaping contributes to the quality of the environment

(a) Land Uses

(i) The predominant use of land within this area shall be office only or substantial office with ancillary uses in the same building [see Section 10.3.2(1)].

A view of the ATCO Industries building from Sinai Avenue

(ii) Consideration should be given to providing opportunities for live / work space to accommodate such uses as artist studios and incubator space.

(iii) The Plan recognizes the retention of the existing ATCO Structures manufacturing operation. Measures need to be taken to minimize the potential negative impact of the manufacturing operation on the character of the balance of the Lincoln Park Business Park and on other adjacent land uses. Implementation of these measures shall commence no later than 2004 January 01 in recognition of existing lease agreements between The City of Calgary and ATCO, and shall include:

- upgrading of the external appearance of the building itself;
- control of outside storage associated with the existing use of the building in accordance with Section 10.3.7(2)(a)(iv);
- landscaping and/or berming to buffer the building from future surrounding uses; and
- direct access for traffic serving the building from Richard Road (a right-in / right-out driveway north of and adjacent to the existing firehall).

The existing ATCO facilities buildings should be upgraded in appearance

Artist studios and other live / work opportunities can be provided

The Plan also recognizes that the existing manufacturing facility may prove to be incompatible with long-range development and it may become cost-effective to relocate it in the future.

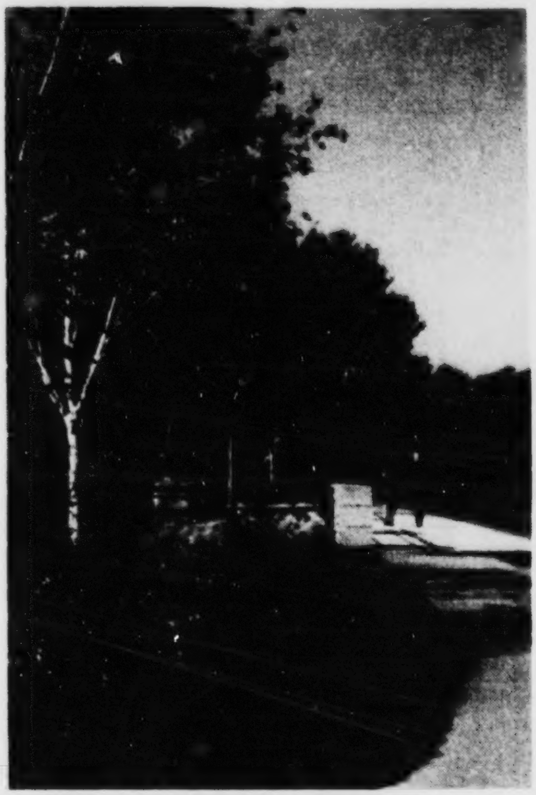
(iv) General and heavy industrial uses and those requiring outside storage are prohibited except that outside storage shall be permitted in association with the existing ATCO manufacturing building, provided that it is subject to a Direct Control land use designation, which ensures that the outside storage is:

- directly related to the existing use of the building;
- located and landscaped so as to be visually screened from public thoroughfares and from adjacent uses to the satisfaction of the Approving Authority;
- subject to performance standards to avoid conditions which may be objectionable beyond the boundary of the site containing the storage area; and
- confined to the north side of the existing manufacturing building.

(b) Special Features

At the Outline Plan / Land Use Amendment stage, the developer should identify any public and private open space, key amenities or opportunities where special treatment could establish and reinforce the business park's image and achieve an overall visual integrity.

Signage should be used to mark entrances



Business parks can accommodate open space opportunities

These opportunity areas could include major gateways into and within the business park, vehicle and pedestrian rights-of-way, street medians and islands, and any open space or pathways.

(c) Access and Circulation

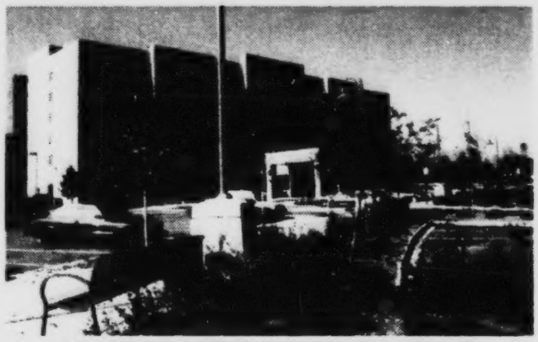
(i) Primary access to the Lincoln Park Business Park shall be from 50 Avenue.

(ii) Secondary access points to the portion of the Lincoln Park Business park located south of 50 Avenue, shall be from Sinai Avenue. Another access point from Richard Road shall be located north of the existing firehall and limited to a right-in/right-out driveway.

(iii) Secondary access to the portion of the Lincoln Park Business Park located north of 50 Avenue will be from Richard Road.

(iv) Roads within the Lincoln Park Business Park shall be designed to provide connectivity within the area and to external access points. In this context, the east-west link shown south of the existing ATCO manufacturing building on Figure 11 may be replaced or supplemented with an east-west link further north, without need to amend this Plan.

(v) Direct access from the business / office area may be permitted onto the east / wet link road, shown on Figure 11, south of the existing ATCO Structures building, if the existing manufacturing operation ceases and is replaced by business / office uses. Until that time, no direct access to this section of road is permitted.



Landmark buildings are encouraged at entrances to the business park

11.0 Institutional

Institutional uses can provide a focus for the community

11.1 Context

> *"Civic (public) buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the City."*
>
> ***Andres Duany, Charter for the New Urbanism, 1999, page 161***

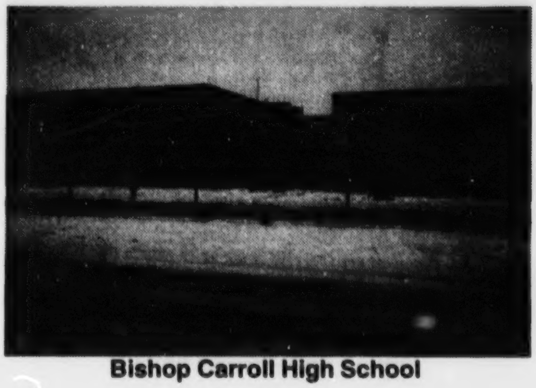
Institutional and community facilities and services are important elements that contribute to a healthy and liveable urban environment. People want access to a wide range of services to fully participate in the life of their community. From educational and childcare facilities, to health clinics and recreational programs at community centres, people expect a variety of services to be accessible, available and affordable.

There are many regional and neighbourhood institutional and community facilities within the planning area which provide city services, learning, social, recreational, and health-related services to the area. Other community facilities and services such as police, library, community associations and their related programs are accessible to CFB residents in the surrounding communities. Policies regarding the existing schools operated by the Calgary Catholic School District are included in Chapter 12: Parks, Open Space and Schools. The Calgary Catholic School District and the Calgary Board of Education have reviewed the school requirements of the planning area, and concluded that no new facilities are required. Children living in the area can be accommodated in existing schools within the planning area and in the adjacent communities. Figure 12 and 13 shows the major institutional and community facilities in CFB West. They are:

- Mount Royal College

Mount Royal College, presently occupying a 104-acre site, intends to expand. The College offers a diversified range of academic, professional, recreational, and continuing education programs to Calgary and its regions. The 1999 credit full-load equivalent (FLE) enrolment is expected to increase by 50% by 2015 and to double by 2025.

- Health-related community facilities



Bishop Carroll High School

École Ste. Marguerite Bourgeoys

Carewest's Royal Park provides housing and care for Seniors

The Calgary Regional Health Authority is the governing agency with respect to the provision of the health-related facilities operated by Carewest in CFB West. These include: Carewest Sarcee, which offers comprehensive continuing care to people with chronic illnesses and disabilities; and Carewest Royal Park, a facility providing continuing care and private rental apartments for seniors under one roof.

- General community facilities

There is a range of services and programs provided by various community facilities for CFB West and the city as a whole. These facilities include: La Cité des Rocheuses (a Francophone community centre), Developmental Disabilities Resource Centre of Calgary, Grace Lutheran Church and Bethany Chapel.

- Public facilities

The public facilities include:
- Department of National Defence (DND) providing support to reservists and regular forces remaining in Calgary;
- Calgary Community Vitality and Protection's Centre West branch office;
- Parks depot, providing parks maintenance to surrounding communities;
- Engineering Depot, providing street maintenance to the western section of the city; and
- Fire Hall No. 20 serving the surrounding communities.

11.2 Purpose

The purpose of the institutional policies is to address how existing, new, and expanded facilities can be integrated into the CFB West community.

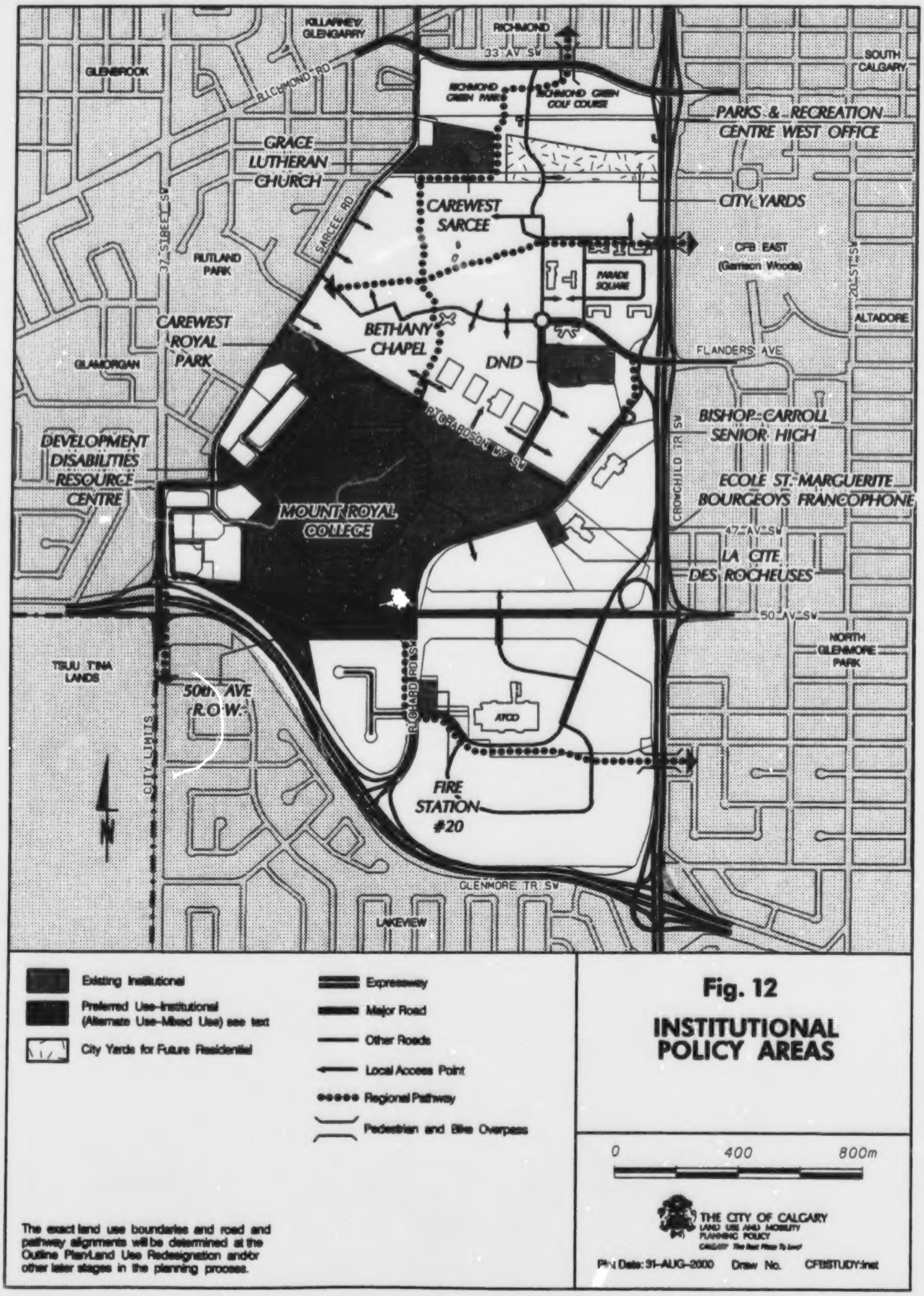
11.3 Policies

11.3.1 General

The following policies apply to the institutional areas identified on Figure 12. They shall be considered in conjunction with the goals, principles, and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stage, as appropriate.

Grace Lutheran Church

The Waters Building contains the headquarters for Calgary's area support unit



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 12

INSTITUTIONAL POLICY AREAS

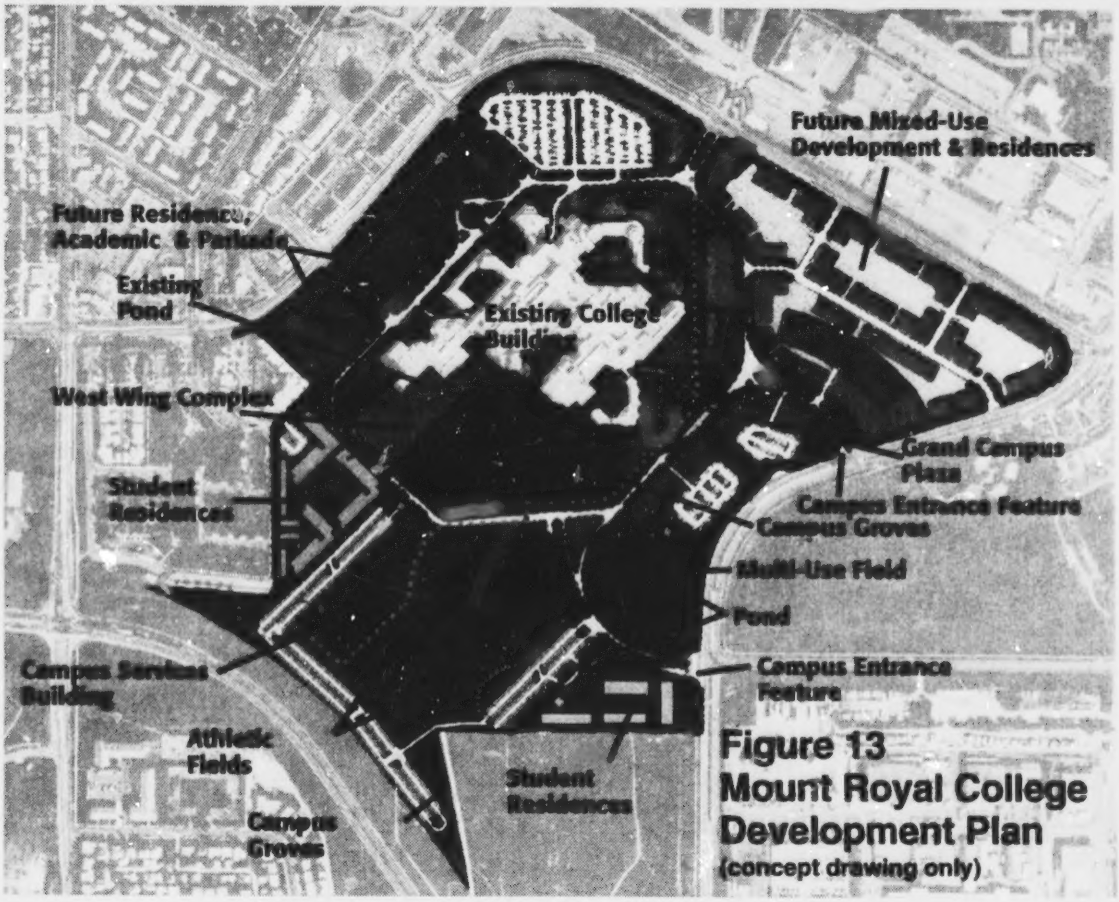


Figure 13
Mount Royal College Development Plan
(concept drawing only)

11.3.2 Mount Royal College

(1) The Plan recognizes Mount Royal College as an important asset to the community and the city as a whole.

(2) The Plan's preferred use for the 50th Avenue right-of-way is institutional, to accommodate the expansion of Mount Royal College. If the expansion of Mount Royal College does not occur on the 50th Avenue right-of-way, the policies of the Mixed Use Areas shall apply.

(3) The proposed Mount Royal College Campus Development Plan, 1999, prepared by the College, is supported in principle, subject to acquisition of lands by the College, and to detailed review and approval by the Approving Authority at the development application stage.

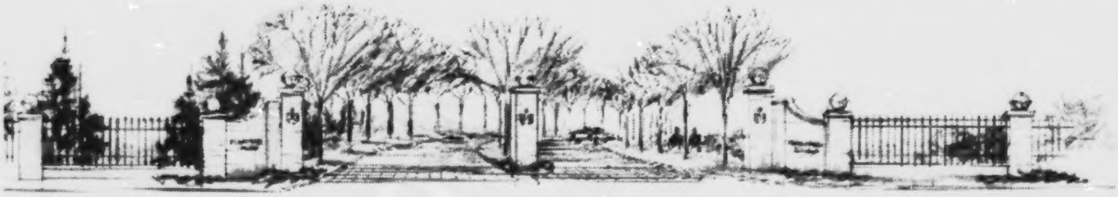
(4) The Campus Development Plan is intended to guide the long-term campus development strategy for the next 25 years. When implemented, it will transform the College into a unique urban campus as well as greatly enhance the liveability of CFB West and its adjacent communities through access to the College's academic, recreational and cultural amenities. The College will be more pedestrian- and transit- friendly, more intensively used, and better integrated with its neighbours. The College and its adjacent school facilities will form an important educational focal point in the community.

(5) Future development of Mount Royal College should generally respect the Campus Development Plan, illustrated conceptually in Figure 13 , which shows the following major features:

Land use

- Approximately 60,000 gross square metres of new academic buildings are proposed to be developed primarily along the campus loop road.
- Residences for approximately 1500 students with a variety of housing needs are proposed to be located primarily on the outside loop road and at 50th Avenue and Richard Road adjacent to the existing off-site residential uses to achieve a better integration with the adjacent communities.
- In the longer-term, the current student housing area is envisaged as a mixed use area, suitable for academic and research, local commercial, office space, partnership buildings and residential uses. This area will be fronting onto Richardson Way, complementing the uses in the Hangar Row area. Some limited amount of mixed use adjacent to the West Gate could be developed over time.

Improved transit service to Mount Royal College



Open Space and Pathways

- The existing open space distribution and allocation are proposed to be improved to provide a variety of functional, ceremonial, social, and recreational spaces for the campus and the public.

Improved entrance to Mount Royal College

- An integrated open space system, incorporating a network of pathways and bikeways, is proposed to connect the campus' Plaza, Convocation Green, athletic fields, landscaped spaces, tree groves, water features and other major facilities within the College and to the surrounding communities.
- A new public north-south and east-west regional pathway through the campus, to be built in accordance with City standards, will be provided to connect CFB West and the city's regional pathway/bikeway system.

Circulation

- A new ring road circulation system will replace the existing network to facilitate internal and external vehicular, transit, cycle and pedestrian access to the various campus facilities.

Transit

- The transit routes will be revised and improved.
- A transit-friendly environment will be incorporated into building design and transit service delivery. The objective is to increase the current transit ridership and to decrease the parking stalls required on the campus.

Parking

- The College's parking needs will be improved through reconfiguration of existing surface parking and construction of parkades and /or underground parking.

Streetscape and Urban Environment

- An urban campus environment is proposed to include a variety of streetscapes; reinforce the existing "entry gate" concept and identity; and improve open space and landscape opportunities to enrich the overall academic life and visitor experience.
- The College's relationship and interface with the surrounding community is to be improved by locating on-campus buildings, parking, and amenity areas in a manner that is complementary to off-campus buildings and land uses.

(6) In addition to the major features proposed in the Mount Royal College Campus Development Plan, future expansion of the College should also take the following guidelines into consideration:

- Opportunities for interaction with communities in the rest of CFB West and the surrounding area should be maximized.
- Opportunities for public access to some facilities, including libraries, educational, cultural, athletic, social, recreational and open space amenities should be encouraged.
- Parking demand should be reassessed periodically to ensure adequate supply. Transit service should be reviewed regularly to ensure that student use is optimized.
- Provision of more on-site campus housing for students and staff is encouraged. More housing will add to the vibrancy of the campus and reduce commuter trips resulting from the expanded campus.
- Buildings in the range of six to eight storeys may be considered having regard to the residential / institutional interface conditions stated in the following policy.

Existing Calgary work's yards

- Future redevelopment should respect the edge (interface) conditions of adjacent uses, especially for the development facing the existing residential area to the northwest and west of the College. Techniques such as sensitive building heights, landscaping, design and orientation of new buildings and others, should be considered to ensure a compatible transition.

(7) Calgary Transit shall work with Mount Royal College to develop a plan for upgrading existing transit service to the College as part of the West Calgary Transit Service Plan.

(8) The City, in consultation with the College and the adjacent communities, will address student spill-over parking should it become an issue for local residents. Mechanisms such a using residential parking zones (i.e. residential parking permits) to restrict non-resident on-street parking in residential areas; implementing short-term parking strategies; and any other mitigation measures may be used to resolve spill-over parking concerns.

11.3.3 Health Care-Related Community Facilities

(1) The Plan supports retention of the existing health care-related facilities.

(2) New and expanded health care-related facilities may be supported throughout the planning area in accordance with the policies established for those areas.

11.3.4 General Community Facilities

(1) The Plan supports the retention of the existing general community facilities.

(2) New and/or expansion of community-oriented activity centres that would enhance the liveability of the area may be supported throughout the planning area. The new or expanded facilities shall be governed by policies established in the land use policy areas where they are situated. Such uses may include childcare facilities and community-oriented activity centres.

(3) In order to maximize and improve the viability of existing community facilities in the adjoining neighbourhoods, such as community association halls and their related facilities, the Plan encourages future residents to join neighbouring community associations, such as the Rutland Park Community Association [see Section 12.3.7, (9)]. If that does not occur, residents may develop their own community or resident's association.

11.3.5 Public Facilities

(1) The Plan encourages The City, Canada Lands Company and the Department of National Defence to agree on a landscape plan that would improve the visual quality of the Department of National Defence facilities at the entrance to the community.

(2) The Plan supports the relocation of the Parks and Engineering depots to outside the Plan area in order to convert the site to residential development and to provide a better interface with recreational uses in the area.

(3) The Plan supports the retention of the Fire Hall #20.

12.0 Parks, Open Space and Schools

Parks provide for a variety of recreational opportunities

12.1 Context

> *"Parks and open spaces are the places that support neighbourhood life and its celebrations . . .. What gives each park special character are features such as the veterans memorial, the water fountain . . . and the tree-lined walkways. These elements and furnishings give parks a distinct meaning and address within individual neighbourhoods."*
>
> ***Thomas J. Comitta, Charter for the New Urbanism, 1999, pages 116-117***

To support recreational and social opportunities for residents, create focal points for the community and facilitate pedestrian and cycle movement throughout the site, the CFB West Master Plan provides for an open space system based on a network of public parks and private green spaces connected by corridors and pathways. This interconnected open space system helps to give structure to the community.

The proposed community open space system for CFB West incorporates new park areas with existing public and quasi-public parkland, including Richmond Green Park and Golf Course, school playfields, and outdoor amenity areas on the Mount Royal College campus. The new parks are to be designed to retain outstanding natural and cultural features in the area, such as established tree stands and significant historic features. The adjacent communities also provide a wide range of local and regional parks, pathways, schools, playfields and recreation facilities and opportunities for the future residents of CFB West.

Linkages created by regional and local pathways and bikeways will join existing and new spaces, and provide connections to adjacent communities and the city's regional park and pathway system.

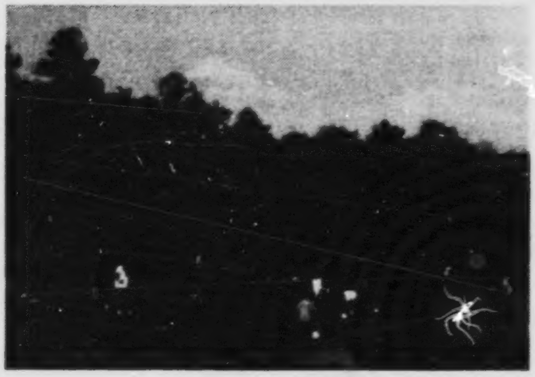
> *"Parks and open spaces should be distributed within neighbourhoods, and should be created and maintained to help define and connect neighbourhoods . . ..*
>
> *. . . When strung together with places for living, working, shopping, and civic amenities, parks can provide, borrowing the idea popularized by the great landscape architect, Frederick Law Olmstead, 'an emerald necklace' for the neighbourhood."*
>
> ***Thomas J. Comitta, Charter for the New Urbanism, 1999, page 119***

Schools often serve as important physical and social focal points of a neighbourhood, fostering a sense of community and identity. The Plan area includes two existing schools operated by the Calgary Catholic School District. Bishop Carroll High School draws students from all parts of the city for its program of individualized instruction, while École Ste. Marguerite Bourgeoys is a French language school serving Francophone students from kindergarten to grade 12. Both the Calgary Board of Education and the Catholic District have reviewed the school requirements of the planning area and have concluded that no new facilities are required. The playfields associated with these schools can also be booked for use by the general public and include space for football, soccer and baseball. The Plan, therefore, recognizes the two existing schools as important components of the open space system.

12.2 Purpose

The purpose of these policies is to provide for a variety of open space within the CFB West community to meet the active and passive recreational needs of the community; to preserve and enhance existing natural areas; and to recognize existing school sites with their associated playfields.

To facilitate recreational and commuter use of the system, the policies also work in conjunction with the road system to establish a network of linear



Active playfields

Richmond Green Park

connections in the community as well as to adjacent communities and the regional parks and pathway system .

> *"The design of open space (its location, size and detail) is a function of how we imagine the future public life in a community may occur. We want to create a variety of places that facilitate the richest possible expressions of our daily lives. We want to meet our neighbours (immediate and community wide), we want the chance to sit alone under a tree, to sit and watch others, to take a break from our daily chores or to seek out interaction with others, to spontaneously celebrate or grieve as a community . . .."*
>
> ***Keith Orlesky, 2000, Memo, Design Charette Participant, page 1***

12.3 Parks and Open Space Policies

12.3.1 General

The following policies apply to the parks and open space areas as shown on Figure 14. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

Richmond Green Golf Course

12.3.2 Land Use

(1) The predominant use of land within the open space area will be public parks, schools, golf courses, natural and landscaped areas, and recreation, sport and cultural facilities. Stormwater management facilities will be allowed where determined appropriate.

(2) Both private open space and public parks are encouraged within this area. Private landscaped areas and amenity spaces are encouraged to complement the public open space system.

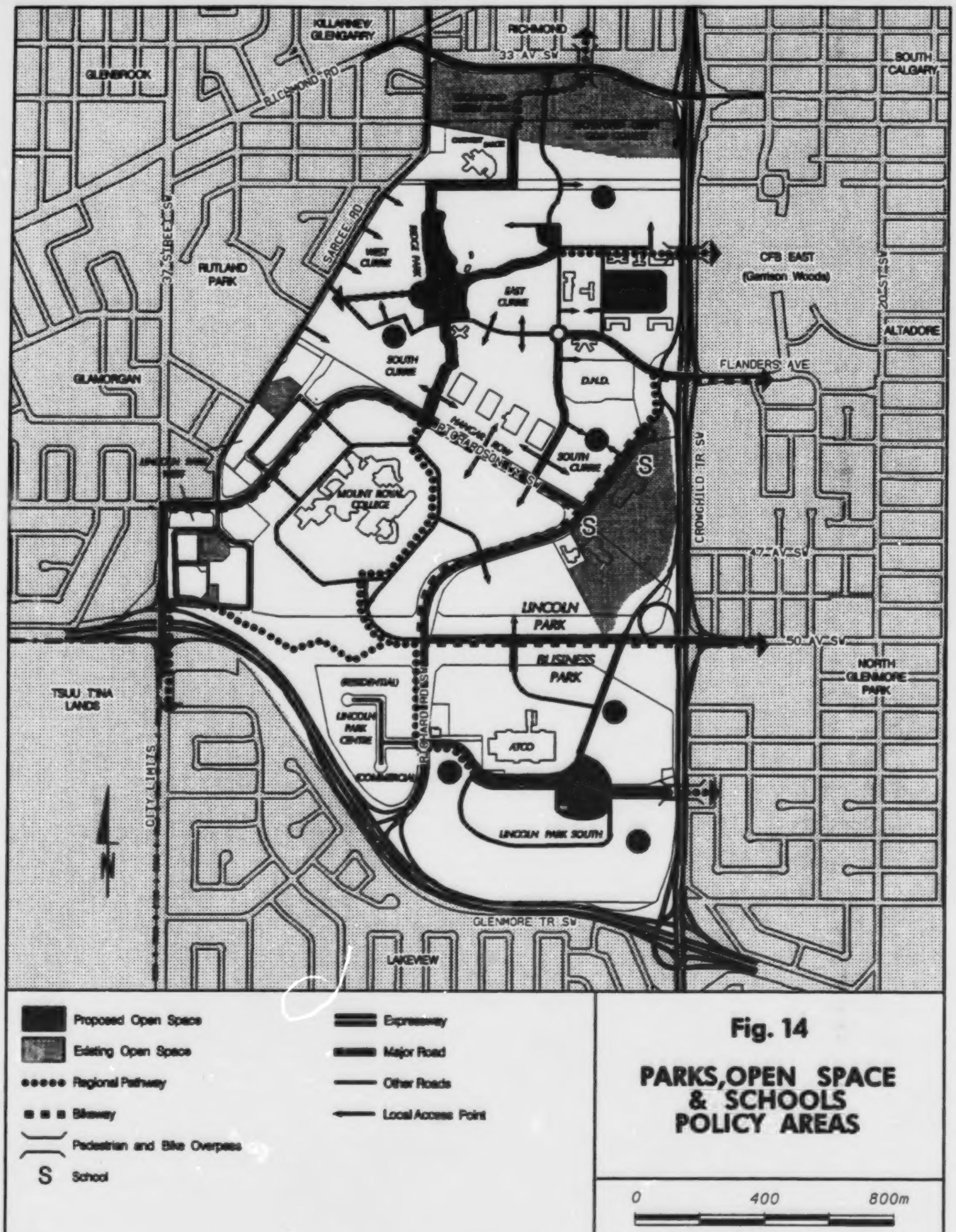
12.3.3 Reserve Dedication

(1) All creditable reserve should be provided in the full amount owing through the subdivision process as follows:

- in residential areas, reserve land for parks; and
- in non-residential areas, cash-in-lieu of reserve land, reserve land, or some combination as determined appropriate.

(2) Reserve land in non-residential areas should be dedicated as land where it is desirable for open space to serve the users of the area and the local community.

New parks will incorporate existing tree stands



- ■ Proposed Open Space
- ▨ Existing Open Space
- ●●●●● Regional Pathway
- ■ ■ ■ Bikeway
- Pedestrian and Bike Overpass
- S School
- Expressway
- Major Road
- Other Roads
- ← Local Access Point

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 14

PARKS,OPEN SPACE & SCHOOLS POLICY AREAS

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:opensp

(3) Reserve in the amount of approximately 1.3 ha± (3.3 ac±) deferred from the CFB East Plan area shall be dedicated within the CFB West Plan area. In allocating this deferred reserve, priority should be given to meeting municipal reserve needs for a park within Parade Square.

(4) A linear park to accommodate an extension of the regional pathway should be provided on the City-owned works yard site in the north portion of the Plan area, as shown on Figure 14. This linear park should be provided through transfer of a portion of the reserve owing on City-owned lands elsewhere in the Plan area, or through some other means.

(5) In order to meet the open space needs of the community, all or any portion of the reserve owing within a land ownership area in CFB West, at the time of subdivision, may be dedicated anywhere within land under the control of the same owner in CFB West, as determined appropriate.

12.3.4. Existing Open Space

(1) The proposed open space system will be integrated with the existing publicly-owned parkland and school playfields within the plan area.

(2) Any reconfiguration of an existing park area should not reduce either the overall recreational functionality of the area or total amount of open space and should be done in accordance with City policies.

Parks can provide informal opportunities for play

12.3.5 Open Space Concept

(1) The parks and open space policy areas shown on Figure 14 represent a conceptual diagram of major components of the CFB West public open space system as well as the linkages to adjacent communities and the regional parks and pathways system.

The exact location, size and configuration of all parks will be defined during the Outline Plan/Land Use Amendment stage.

(2) Parks and open spaces should be distributed throughout the Plan area in order to be easily accessible to the public, and should generally be located so that every residence is within 400 m (five-minute walk) of a park or open space.

12.3.6 Public Parks / Pathways

(1) **Parks**

In addition to the existing open space, the major components of the public open space system include the following:

(a) A natural park of approximately 4.0 ha± (10.0 ac±) in size should be provided and include a north/south pathway roughly along the ridgeline in the western portion of the Plan area. The site should be configured to preserve the existing mature tree stands and native plant communities and, where possible, maintain views of the mountains to the west.

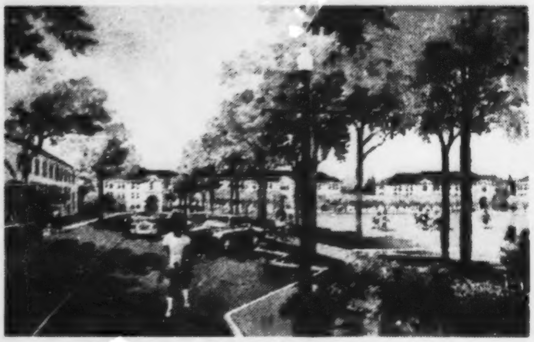
(b) A park of approximately 1.6 ha± (4.0 ac±) in size should be provided on the Parade Square site. The park should be designed to be used year round and accommodate community activities and special events (see Section 9.3 6(2)(b)].

Underground parking may occur beneath the Parade Square Park.

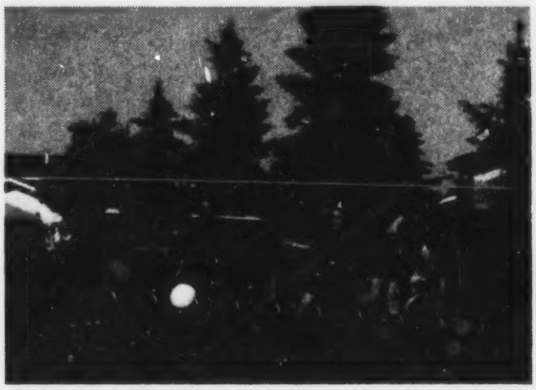
(c) A formal urban park of approximately 0.4 ha± (1.0 ac±) in size should be provided in the northern portion of the Plan. This park should be configured to function as a town square or meeting place in order to add variety to and complement other traditional park spaces within CFB West.

A formal urban park

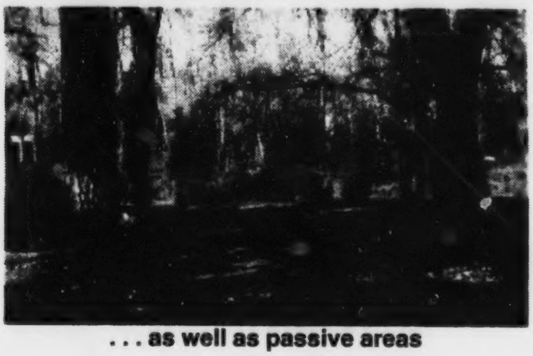
(d) A neighbourhood park of approximately 2.4 ha± (6.0 ac±) in size should be provided in the south portion of the Plan area, straddling the Lincoln Park south residential cell and the Lincoln Park Business Park lands. This site should be configured to accommodate multi-purpose fields for a range of active recreational use and passive, informal activities. This site should also be central and located adjacent to the east/west regional pathway proposed through this area to connect to the regional parks and pathway system by means of the Crowchild Trail pedestrian overpass.



Parade Square Park will accommodate community activities



Parks can include active recreational areas . . .



. . . as well as passive areas

(e) A park of approximately 0.8 ha± (2.0 ac±) in size should be considered within the City-owned Lincoln Park Business Park lands. This site should be configured to accommodate a range of community-oriented formal or informal activities and should not be used to accommodate an entrance feature to the business park.

Business parks should include park space

(f) Smaller neighbourhood parks should be provided and located within the residential cells in the north and south portions of the plan area to serve the recreational and open space needs of local residents. These sites should be located and configured to provide for a range of activities, possibly including playgrounds and sited to maximize each service radius. The size and location of these parks will be determined at the Outline Plan / Land Use Amendment stage.

Neighbourhood parks may include playground equipment

(2) Pathways

Pathways are components of the open space system that promote opportunities for an active lifestyle and also provide physical connections throughout a community. Policies regarding regional and local pathways are addressed in Chapter 15, Pedestrian and Bicycle Network.

Regional pathways provide connections

12.3.7 Open Space Design Criteria

(1) Interconnection

Parks and open spaces should be located, sized and configured to provide an interconnected system within CFB West and connect to adjacent communities and the regional parks and pathway system. In order to achieve this integration, public reserve should be combined with public access agreements and other public / private mechanisms as determined appropriate.

(2) Recreational Functionality

(a) Parks and opens spaces should be designed for a variety of recreation functions and may include active recreational areas, informal passive space, natural landscapes and formal urban parks.

Features like gazebos can add character

(b) Parks and open spaces should be located and designed to be accessible to people of all ages and abilities, and to a wide variety of interests.

Even formal urban spaces can accommodate play

(3) Visibility

Parks and open spaces should be designed and located with adequate street frontage in order to provide an interactive streetscape that enhances visibility, safety and security.

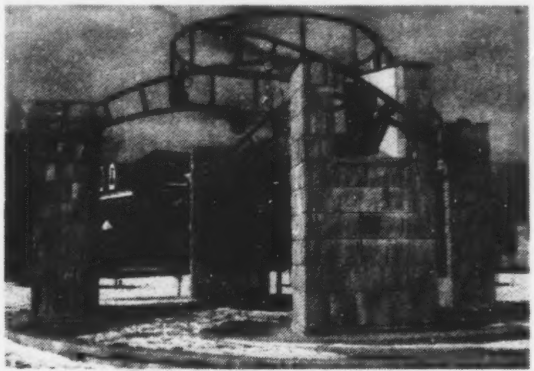
The formal gardens associated with the Officer's Mess

(4) Unique Features

(a) Parks and open spaces should preserve natural and cultural features where possible, by incorporating any unique components into proposed park areas.

(b) Parks and open spaces should be designed to provide and accommodate variety in the natural landscape, taking into consideration seasonal changes, colour, and wildlife habitat and including protecting existing mature tree stands and adding new tree species.

(c) The military and cultural heritage of CFB West should be celebrated through the design of the park and open space system, including the possible use of military commemorative features displayed in prominent locations.



Park design may include commemoratives to the military

(d) Stormwater management facilities should be designed in a manner sensitive to the integrity of existing and proposed park areas.

Ponds can manage stormwater

(5) Year-Round Use

Parks and open spaces should be designed for year-round use.

Richmond Green Park includes a popular toboggan hill

(6) Maintenance

(a) Parks and open spaces should be efficient to maintain and designed to standards attainable within the City's budget or will be subject to public / private operating and / or maintenance agreements.

(b) Should unique design elements such as water features (e.g. fountains) commemorative statutory, or structures (e.g. gazebos, artwork) be proposed, the owner will be required to provide for long-term maintenance and operational issues in accordance with the current corporate "Development Guidelines and Standards Specifications: Landscape Construction".

Public artwork creates interest

(c) To address the long-term maintenance of special design features, the developer shall be required to establish a mechanism, such as a residents' or homeowners' association, endowment fund, special tax, or other mechanisms. The residents' association may also wish to own and maintain private parks.

(d) Parks and open spaces should be designed to take into consideration and complement the character of the surrounding area and accommodate the anticipated activity and intensity of use. For example, Ridge Park should be designed to preserve the natural environment whereas Parade Square should be designed as an active multi-purpose public gathering place.

Relocated trees create an urban forest

(7) Coordination

(a) Wherever possible, the open space system should be organized so that publicly and privately-owned open space function well together and benefit the community as a whole.

(b) The function and design of other open space accessible to the public (e.g. on Mount Royal College lands) should be coordinated with the public open space system.

(8) Concept Plan

At the Outline Plan / Land Use Amendment stage, the landowner shall prepare, in consultation with the Parks Development and Operations Business Unit of Community Vitality and Protection, conceptual development plans for each of the proposed parks and open space components. Such plans should conceptually address the park requirements outlined in the "Development Guidelines and Standards: Landscape Construction".

Parks can be designed to provide for informal activities

(9) Community Facilities

The Plan does not identify a community association site as it is expected that residents will join adjacent community associations, such as Rutland Park. If that does not occur, residents may develop their own community or residents association(s) [see Section 11.3.4(3)].

12.3.8 Public Safety

(1) Reserve land must meet all standards with respect to public safety. Where contamination is an issue, the owner is responsible for ensuring that the land is suitable for its intended purpose.

(2) Linear parks and pathways should adhere to current City specifications with respect to mid-block crossings and other standards.

12.3.9 Landscape and Vegetation Protection

(1) In proposed park areas within the CFB West plan area, existing trees and vegetation should be retained. Trees may be relocated onto public or private land. In addition, park and boulevard areas will be supplemented by the provision of new planting. Where relocated trees are provided on public lands, the developer will be required to address the maintenance issues to the satisfaction of The City of Calgary (see Section 6.3.6).

Existing mature trees should be protected

(2) Trees proposed for location in road rights-of-way need to consider the long-term impact of roads and utilities on tree sustainability. The design should ensure their long-term viability so as to enhance the overall community.

12.4 School Policies

12.4.1 General

The following policies apply to the school areas shown on Figure 14. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit or Development Permit stages, as appropriate.

12.4.2 School Facilities

(1) The Plan supports the retention of Bishop Carroll High School and École St. Marguerite Bourgeoys in CFB West.

(2) Private schools are encouraged to locate in the residential and mixed use areas to add choice to the range of educational services in the community.

(3) The City will urge the education boards to work with the developers and residents in CFB West to find ways to help this new community and the adjacent communities to:

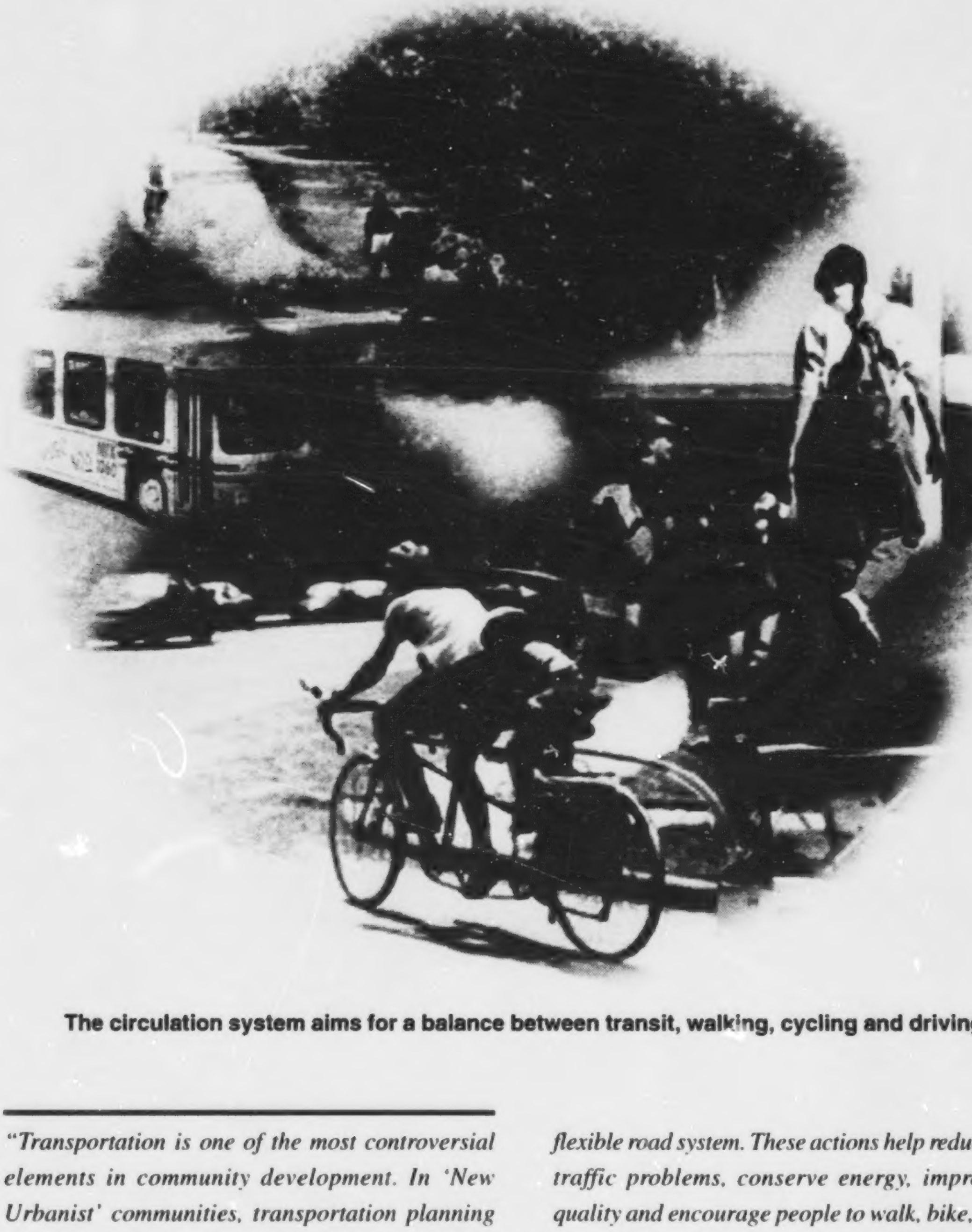
- sustain and protect schools in the surrounding area, where possible; and
- assist them to make effective and sustainable uses of the schools as important community assets.

(4) Recognizing a school is more than a learning centre, City staff, in consultation with the relevant school boards, should assist residents to optimize the use of school facilities in and adjacent to CFB West to meet or complement their recreational and social needs where appropriate.

(5) The need to maximize accessibility of residents and students to schools should be recognized in reviewing outline plans, land use redesignation applications, and the planning of transit routes and the open space, bikeway and pathway system for CFB West.

Part IV, Circulation

Chapter 13 - Road Network
Chapter 14 - Transit Network
Chapter 15 - Pedestrian and Bicycle Network



The circulation system aims for a balance between transit, walking, cycling and driving

> *"Transportation is one of the most controversial elements in community development. In 'New Urbanist' communities, transportation planning focuses on reducing dependence on the automobile, increasing public transit and developing a more flexible road system. These actions help reduce local traffic problems, conserve energy, improve air quality and encourage people to walk, bike, or take the bus to get around within the neighbourhood or district."*
>
> ***Walter Kulash, Charter for the New Urbanism, 1999, page 83***

One of the fundamental principles of the CFB West Master Plan is the creation of a pedestrian / cyclist / transit oriented community. Developing a road and circulation system which strongly considers the pedestrian, the bicycle and transit linkages is of primary importance in ensuring a liveable and environmentally sustainable community.

A balanced transportation system is key if the goal of a sustainable liveable community is to be achieved. One of the goals of the Plan is to create a safe, more accessible, less auto-dependent community by providing for walking, cycling and transit and integrating all transportation modes into the fabric of the Plan area. At the same time, this new system must supplement The City's existing road network, which represents a substantial public investment.

The circulation system encourages walking and cycling

Part IV, Circulation

The transportation system is designed to enable people to reach their destinations within and outside the community in a safe and convenient manner. At the same time, the circulation system, together with traffic calming and management measures attempts to slow traffic, reduce shortcutting and demonstrate the priorities of walking, cycling and transit use. The Plan area is also integrated with adjacent communities through the road network, pedestrian, cycle, and transit connections.

The policies in this part of the Plan provide for a circulation network that is safe, convenient, and aesthetically pleasing and that meets the needs of pedestrians, cyclists, transit users and vehicles in a balanced manner. Policies address the provision of access to the Plan area and the development of the internal road system. The creation of a comfortable and walkable environment as well as effective transit service to and from the CFB West Plan area are critical to the development of a successful balanced transportation plan and to avoiding over dependence on the automobile.

A pedestrian friendly street

13.0 Road Network

The road network should provide for a range of travel modes

> *"The new urbanism does not naively call for the elimination of the car. Rather, it challenges us to create environments that support walking, biking, transit, and the car."*
>
> ***Daniel Solomon, Charter for the New Urbanism, 1999, page 121***

13.1 Context

The traffic issues associated with CFB West and its surrounding area are primarily the result of location. The planning area lies on the edge of the Inner City, alongside major commuting corridors. These corridors link residential suburbs to the south and west with major employment areas to the north (the Downtown) and to the east. The existing, predominantly residential communities surrounding CFB West are subject to these regional traffic impacts.

Comprehensive traffic forecast studies were completed during preparation of the Plan to assess what impact the redevelopment of CFB West would likely have on these regional traffic patterns. The results of the studies have also helped to determine the on-site and adjacent off-site road improvements required to accommodate the traffic expected to be generated by both CFB West and city-wide developments. Information on the traffic forecast studies is provided in the Supporting Information document.

Previous Council decisions have influenced the internal road network for the planning area. A large right-of-way was protected for the possible future development of 50 Avenue as an expressway. Through the Calgary Transportation Plan, the 50 Avenue expressway option was discarded. However, Council did not declare any of the right-of-way surplus to The City's needs. This Plan addresses the future of these lands.

13.2 Purpose

The purpose of these policies is to provide a road network which supports an integrated transportation system, allows for the safe and efficient movement of vehicular traffic internal to the site as well as accessing and egressing the Plan area, and minimizes the potentially negative impacts of additional traffic on surrounding communities. Road access to CFB West is intended to direct traffic to adjacent arterial roads, while maintaining multiple connections to the extent possible, in order to disperse the traffic in a manner consistent with the site's inner suburban context.

13.3 Policies

13.3.1 General

(1) The policies in this section apply to the road network illustrated on Figure 15. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

(2) The Plan supports the principle of guiding or directing the majority of traffic to Crowchild Trail and Glenmore Trail and of dispersing the remainder among several secondary accesses, in order to avoid focussing on only a few sections of the external road network. This traffic distribution pattern is consistent with the Plan area's inner suburban context.

13.3.2 External Road Connections

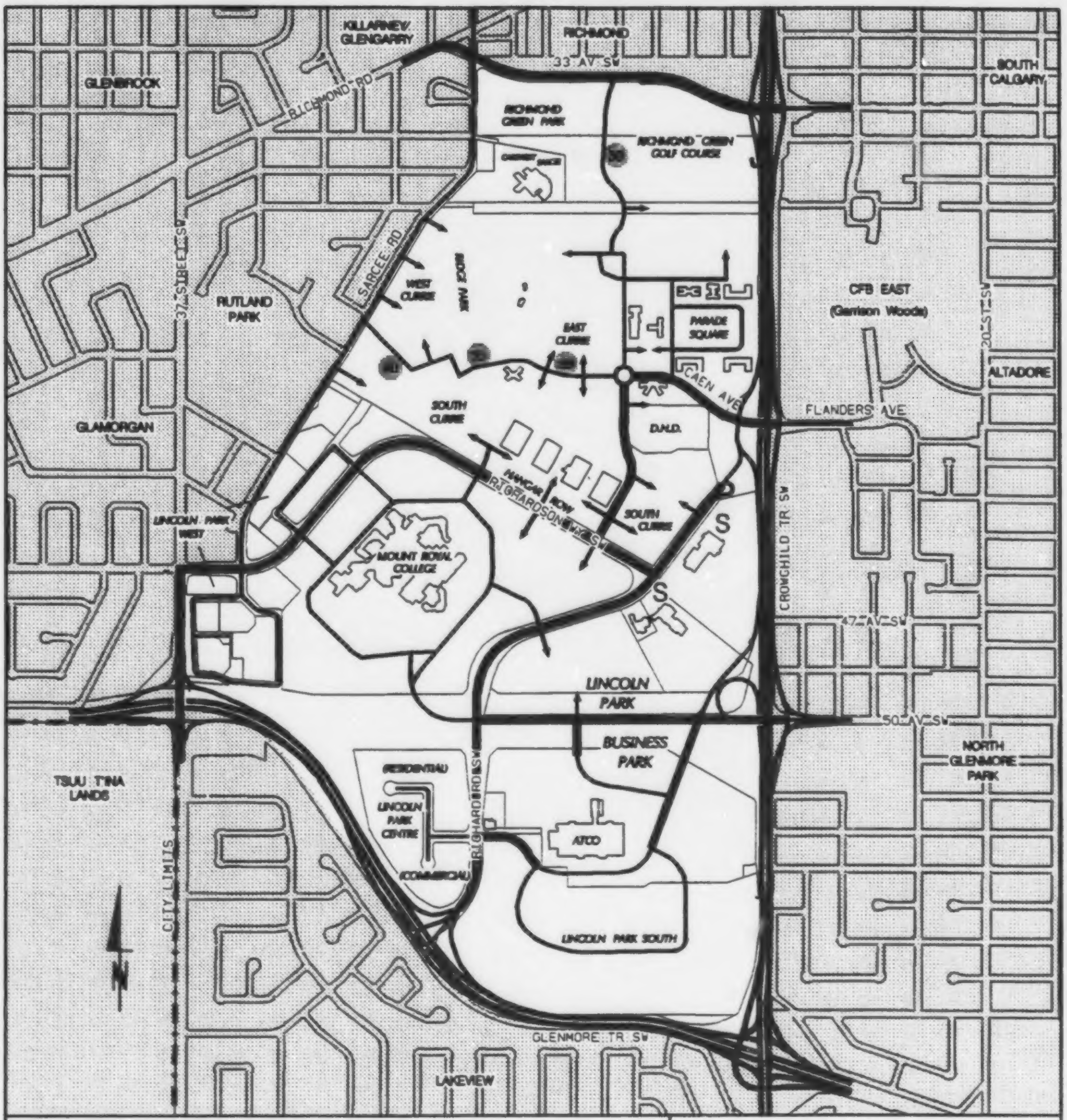
Crowchild Trail

(1) General

External access to the CFB West lands is conceptually illustrated on Figure 15. Generally, access to and from the Plan area will consist of primary access provisions on Crowchild Trail and on Glenmore Trail, together with secondary access provided from 37 Street, 33 Avenue and, to a lesser extent, from Sarcee Road.

(2) Primary External Connections

(a) Priority should be given in The City's Transportation Infrastructure Investment Plan to all of the following proposed upgrades at access points to the Plan area, because they serve the needs of city-wide growth as well as the needs of redevelopment in CFB West. The phasing and funding of the transportation improvements are addressed in the Implementation part of the Plan.



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 15

ROAD NETWORK

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:roads

(b) Crowchild Trail at 33 Avenue - The north bound ramp on this existing interchange should be upgraded to improve traffic flows from 33 Avenue onto Crowchild Trail. This will help to manage traffic using 33 Avenue to move in and out of CFB West.

Traffic calming measures to discourage east-bound traffic from the interchange onto 33 Avenue should be implemented as recommended in the Inner City Transportation Study.

(c) Crowchild Trail at Flanders Avenue - The existing Crowchild Trail / Flanders Avenue interchange should be upgraded to accommodate development within the Plan area and, to a lesser extent, improve traffic flows on Crowchild Trail. The recommended upgrade configuration is shown on Figure 16. The existing structure should ultimately be twinned with a second structure constructed to the north, in order to provide two traffic lanes in each direction. The south-bound ramp onto Crowchild Trail should be reconfigured to improve traffic flow on Crowchild Trail. In the interim, it may be possible to increase the capacity of the existing structure before building a second one.

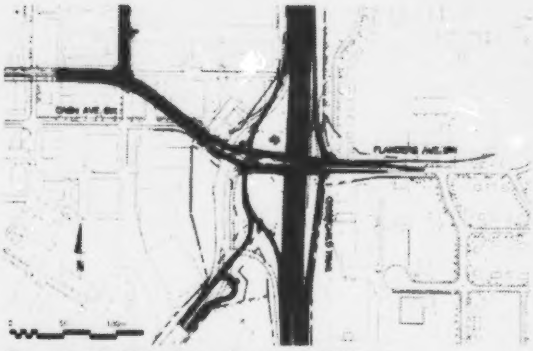


Figure 16 Flanders Avenue SW at Crowchild Trail

Concept drawing only; details to be determined at engineering design stage

(d) Crowchild Trail at 50 Avenue - The Plan supports the construction of an interchange at Crowchild Trail and 50 Avenue, as identified in the Calgary Transportation Plan to accommodate city-wide traffic growth. The interchange will also allow 50 Avenue to become the primary access to Mount Royal College and to City-owned and privately-owned lands north and south of 50 Avenue. The recommended concept is illustrated on Figure 17.

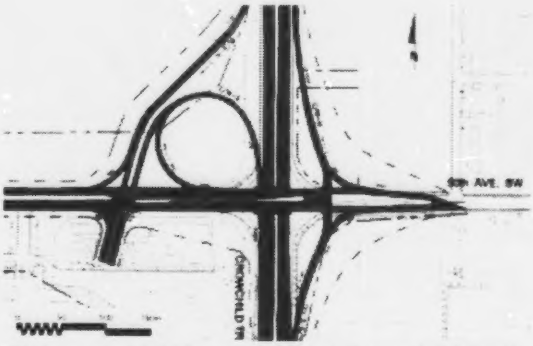


Figure 17 50th Avenue SW at Crowchild Trail

Concept drawing only; details to be determined at engineering design stage

(e) Glenmore Trail at Richard Road - The Plan supports the construction of an interchange, and the related realignment of Glenmore Trail. This will improve traffic operations on the expressway and will improve access to the south portion of the Plan area as it develops. The intersection should be upgraded to a grade-separated interchange as shown on Figure 18.

No access to the Lakeview community south of Glenmore Trail would be provided. It is recommended that Glenmore Trail be depressed and that the level of Richard Road remain substantially unchanged, in order to minimize the impact on the Lakeview community.

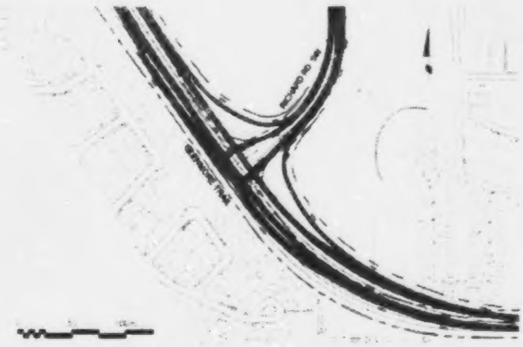


Figure 18 Richard Road SW at Glenmore Trail

Concept drawing only; details to be determined at engineering design stage

(f) Glenmore Trail at 37 Street - The Plan supports the construction of this interchange to improve traffic flows on Glenmore Trail and relieve congestion on 37 Street and Glenmore Trail. These improvements would help to manage traffic using 37 Street to move in and out of CFB West. The need for this interchange was identified in the Calgary Transportation Plan to accommodate city-wide traffic growth at the city's 1,250,000 population horizon. A diamond interchange is proposed which results in Glenmore Trail being fully depressed with 37 Street remaining at approximately its existing elevation. Traffic signals at the ramp intersections on 37 Street will control the flow of traffic on and off Glenmore Trail. The concept is shown in Figure 19.

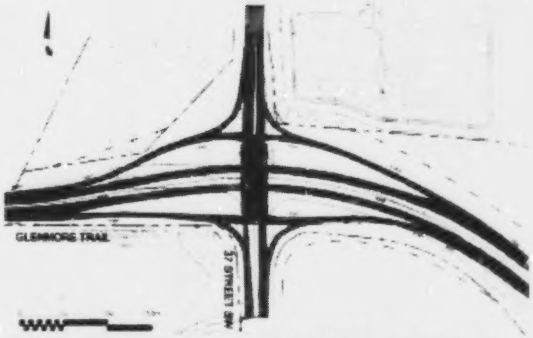


Figure 19 37th Street SW at Glenmore Trail

Concept drawing only; details to be determined at engineering design stage

(g) The final design of all of these primary access points shall incorporate safe pedestrian and bicycle connections as well as landscaping. Opportunities for public review of these connections should be provided at the detailed design stage.

(h) Noise attenuation adjacent to Crowchild Trail and Glenmore Trail should be provided, if required, to reduce the impact of traffic on the adjacent residential development. Techniques may include berming, installation of sound walls, appropriate land uses, the use of special construction techniques, and/or other design techniques and shall be provided to the satisfaction of the Approving Authority. This work shall be done in conjunction with major road works on Crowchild Trail or Glenmore Trail and through the Outline Plan / Tentative Plan process.

(3) Secondary External Connections

(a) Sarcee Road - Access points shall be provided to Sarcee Road primarily to serve the development west of "Ridge Park" and shall be designed to minimize traffic impacts on Sarcee Road and 29 Street. A circuitous connection to the east side of the Plan area should be provided in order to permit a local access to community amenities east of Ridge Park. No significant upgrades to increase the capacity on Sarcee Road are proposed. The intent is to not align CFB West access with existing roads in Rutland Park in order to minimize the possibility of new traffic passing through the Rutland Park community.

(b) 33 Avenue - The existing road which provides access to Richmond Green and the City works yards shall be replaced. The existing intersection with 33 Avenue does not meet today's standards for visibility and is considered unsafe. This replacement road is not only an important secondary connection to the north sub-area for cars, but is also critical to the operations of Calgary Transit. Efficient transit service is essential to satisfy several goals of the Plan.

The replacement road shall not be built at a standard greater than a two-lane road on a north-south alignment east of the existing tennis courts between the golf course and the park. Part of the replacement road should use the existing road alignment and part should be new construction.

A view of Richmond Green from the 33 Avenue pedestrian overpass

The road shall be designed to promote lower speeds (i.e. 30 kph) and a high quality pedestrian environment, appropriate to its open space surroundings. A safe pedestrian crossing for the regional pathway should be provided. The recommended concept for the 33 Avenue access road and the intersection design concept are illustrated on Figure 20.

This intersection shall be signalized, with turning movements limited to right-in, right-out, and left-in. This will facilitate access to and from Crowchild Trail for

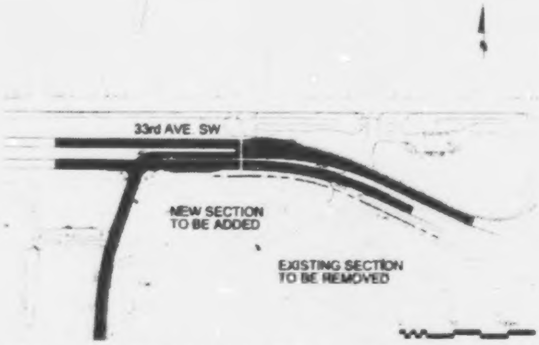


Figure 20 33rd Avenue SW Access

Concept drawing only; details to be determined at engineering design stage both buses and cars, while the absence of a left-out will minimize the downstream impact on Richmond Road from traffic originating in CFB West.

Any future proposal to introduce a left turn out at this intersection or build more than a two lane road will require an amendment to this Plan, and shall be circulated for comment to the adjacent community associations.

13.3.3 Internal Road Network

(1) General

(a) The Plan supports an internal road network as generally illustrated on Figure 15. In order to promote innovative and comfortable pedestrian and cyclist environments, specific road cross-sections should be determined at the detailed design stage.

(b) The internal road system should be designed to minimize through traffic between the major external roads adjacent to the Plan area.

Intersections should be designed to facilitate pedestrian movement

A pedestrian-oriented residential street

(c) The road system should be designed as a connected network (i.e. grid or modified grid pattern of streets) which disperses rather than focuses traffic and links major destinations, creating multiple routing options for pedestrians, cyclists, transit users, and motorists while minimizing the potential for shortcutting.

Where roadways do not provide the desired pedestrian linkages, a linear pathway or pedestrian access easement should be provided to facilitate pedestrian and cyclist movement.

(d) The design, size, and alignment of the internal street system should equitably serve and balance the needs of pedestrians, cyclists, transit users and motorists by discouraging shortcutting, reducing vehicle speeds and promoting a safe, comfortable pedestrian and cyclist environment.

Road design should serve the needs of pedestrians, cyclists and motorists equally

(e) The use of culs-de-sac is discouraged. Where they are used, pedestrian and cyclist connectivity should be provided.

(f) Lanes should be used to serve residential and mixed use/commercial uses, providing access to garages, parking areas and structures.

(2) Components of the Network

(a) Richardson Way, Richard Road, 50 Avenue and a re-aligned Caen Avenue should be retained as major roads providing primary access to the site.

Existing and future major roads are intended to carry moderate to high traffic volumes and should be designed in a way that is compatible with pedestrian and cyclist traffic. These roads should not provide a convenient through route alternative for traffic originating outside the Plan area.

(b) The remainder of the internal roads shown on Figure 15 should function as collector roads and be designed to collect traffic in one area and distribute it to a major road or to the local street network.

These roads are intended to carry low to moderate traffic volumes at lower speeds and should be designed to create a safe and comfortable pedestrian and cyclist environment. Vehicles and pedestrians should be given equal consideration and priority in the design of these roads.

Narrower streets still accommodate traffic and pedestrians

(c) Local roads will be determined at the Outline Plan stage.

(d) 50 Avenue, west of Richard Road SW should not be extended through to the Glenmore Trail/37 Street intersection. The road should be developed to serve the local area only and provide for a focal entry point to Mount Royal College. This will help to ensure the integration of the north and south components of the CFB West Plan area.

A comfortable pedestrian and cyclist environment

(e) Portions of the 50 Avenue right-of-way which are not required for road purposes, should be declared surplus and consolidated with adjacent lands. The subject right-of-way is located west of Richard Road, and north and south of 50 Avenue between Richard Road and Crowchild Trail.

(f) Richardson Way should continue to function as a major roadway but should be considered for redesign to calm the traffic and provide for a better pedestrian and cyclist environment through such mechanisms as placing buildings closer to the street, and planting trees in the median and/or the boulevard. Ultimately, Richardson Way could be redeveloped into a less suburban looking road with mixed use (e.g. commercial/office buildings), located close to the street and the reconstruction of the road surface to an undivided cross-section.

Building should be placed close to the street

(3) Street Design

(a) In order to create a unique and special identity for CFB West and protect and retain existing trees, customized road sections, which match street design to function, should be considered for

Suites over garages provide security as well as residential units

portions of the CFB West Plan area. Customized solutions (e.g. street signs, cross-sections, widths) may be allowed to vary on a sub-area basis to create this special character. As a general guideline, the design of the road should match the proposed function of the road. Customized infrastructure is addressed in Chapter 18.0 of this Plan. These revised standards shall be approved by the City.

Rear lane access to garages

Alleys provide for access and play

Customized road standards
can help control traffic speed

(b) Where appropriate, the Plan supports the retention and upgrading of the existing road pattern within CFB West (e.g., a portion of Trasimeno Crescent) in order to retain existing trees and maintain the historic pattern of narrower streets. However, each road shall be considered individually to ensure that function and cross-section are reasonably matched.

Narrow streets are characteristic
of Currie Barracks

(c) Streets that pass through or adjacent to park space shall be designed in a manner that reduces the operating speed of the road. Specifically, the 33 Avenue access road, adjacent to Richmond Green Park and the east/west road connection adjacent to the former Officers' Mess building shall have 30 km/h posted speed limits and be designed accordingly. Other roads adjacent to parks should be considered for similar treatment.

(d) Internal circulation routes should be designed to enhance security. Blind corners and new or existing landscaping that obstructs sight lines along pedestrian routes should be avoided.

(e) Streets, particularly in residential areas, should be designed such that street widths, design speeds, and the number of travel lanes are kept to a minimum in order to slow traffic and reduce the scale of the streets. These streets should be consistent with the community's inner suburban context. Public safety, on-street parking, transit, or bicycle access should not be compromised.

Road design should match the road's function

(f) Intersections should be designed to slow traffic and reduce pedestrian crossing distances, while providing adequate levels of service.

(g) Streets should be designed to minimize walking distance to transit services, and provide safe and comfortable pedestrian routes, crossings and waiting environments at bus stops.

(h) The road system within the Plan area should incorporate traffic calming features that slow traffic, reduce opportunities for shortcutting, reinforce the aesthetic appearance of the road and encourage safe and comfortable walking and cycling opportunities.

Intersections should be designed to reduce pedestrian crossing distances

Crosswalks encourage safe pedestrian movement

Comfortable pedestrian environment

Traffic calming

Traffic calming features, however, must be safe and should be reviewed if operational problems develop.

(i) Traffic management schemes (e.g. peak hour turn restrictions, restriction of on-street parking) should be considered for some major roadways within the Plan area in order to enable them to accommodate heavier traffic volumes in peak hours rather than the road having to be widened. This will help make them more pedestrian friendly at non-peak hours.

(j) All internal public streets should provide for a sidewalk on both sides and be designed to accommodate pedestrians. However, a sidewalk on one side of the street may be considered if it can be demonstrated that the pedestrian system will not be compromised or that site specific circumstances warrant consideration of a sidewalk on one side only. Sidewalks should be continuous and provide an unobstructed path. There should be flexibility in sidewalk location (e.g. undulations, meandering) in order to retain existing trees or to make the pedestrian environment more interesting.

Crosswalks contribute to the pedestrian environment

Provide sidewalks to accommodate pedestrians

Continous sidewalks encourage walking

Sidewalks can be designed to preserve existing mature trees

(k) On-street parking is encouraged on all streets within the Plan area where appropriate. Exceptions include the portions of roadway within 200 m of the Flanders Avenue interchange, and within 400 m of other interchanges on the expressway network. On-street parking encourages street activity, provides a buffer between moving cars and the sidewalk, slows the flow of through traffic, and creates a desirable walking environment.

Narrow roads with parking improve pedestrian comfort

Coordinated street signs promote a unified image

Streets should be designed to be framed by key building (artist's concept)

(l) New tree planting, in conjunction with the retention of existing trees should be undertaken in the boulevard and/or median of public streets. The planting should be undertaken in a manner which both creates a unified image for the system and distinguishes unique components.

Roads should be designed to preserve existing trees

(m) Where possible, streets should be framed by vistas of key activity nodes, parks and natural and man-made (i.e., historic) features. These will establish a series of visible "landmarks" and help orient the pedestrian and make walking routes interesting and memorable.

(n) The City and the developers should conduct ongoing traffic and parking analysis and monitoring as the area develops and should introduce any mitigative measures, including traffic management and resident parking measures considered necessary to address these issues.

13.3.4 Traffic Management in Adjacent Communities

(1) The Plan supports a proactive local traffic management process to anticipate and respond to potential intrusions of CFB West traffic onto adjacent community streets. The road network is designed to make efficient use of the expressways and to minimize negative traffic impacts on surrounding communities. Nevertheless, there is a potential for CFB West traffic to increase the use of some streets as short-cut routes in immediately adjacent communities.

(2) The process should comprise three components:

(a) Community Traffic Advisory Committee

The City will invite immediately adjacent community associations potentially affected by CFB West traffic, to participate in a committee to advise The City on existing or potential traffic issues arising from the development of CFB West.

(b) Traffic Data Collection

Upon approval of this Plan, The City will initiate a baseline traffic data collection program to record existing traffic volumes in the communities immediately surrounding CFB West. As CFB West development proceeds, traffic volumes will be monitored and problem areas identified.

(c) Mitigation

Where problems are identified by the community traffic advisory committee or through the data collection program, The City will conduct specific community traffic studies in consultation with local residents and, where appropriate, will implement mitigation measures (e.g. turn restrictions, stop signs, driver education, and other traffic management measures). Mitigation initiatives east of Crowchild Trail will be co-ordinated with the implementation of the Inner City Transportation Management Strategy initiatives.

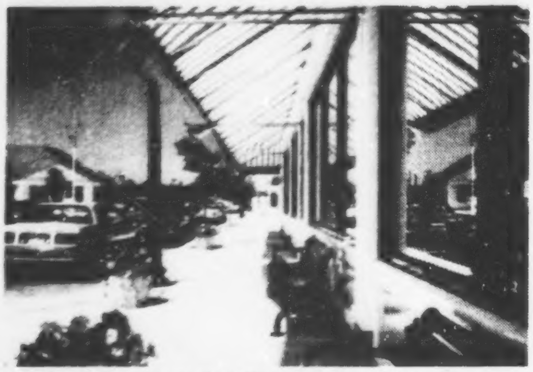
13.3.5 Parking and Loading

(1) Design

(a) Parking and vehicular access should be designed to minimize negative impacts on the pedestrian environment in accordance with the following:

- parking should be easily accessible and secure for residents, workers and visitors;
- service and delivery areas as well as parking should be located so they are accessed from a lane where one exists, rather than the street;
- on-site parking should be designed to slow and calm traffic and facilitate pedestrian access and movement; and

Parking design should complement the pedestrian environment



Architectural details and street furniture invite pedestrians

Provison of on-street parking enhances the pedestrian environment

- angled parking should not be provided along designated bikeways in order to reduce conflicts between cyclists and motorists.

(b) Large parking areas should be designed to minimize their visual impact, through such measures as breaking parking areas into smaller segments, and landscaping.

(c) Landscaping should be provided in permanent and temporary parking lots to reduce the scale of surface parking, soften their appearance, provide shade, and buffer the view from adjoining streets, open space, and pedestrian ways.

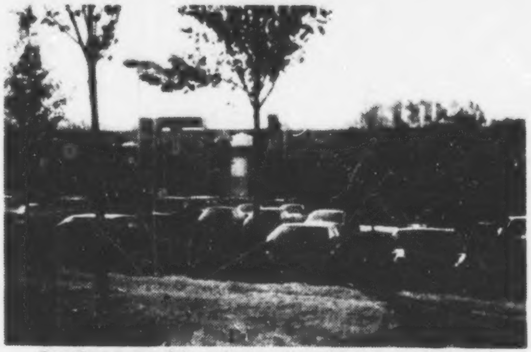
Large parking areas should be broken into smaller segments

(2) Parking Standards

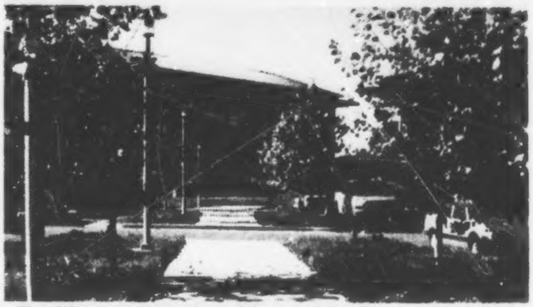
(a) Parking and loading should generally be provided in accordance with the provisions of the Land Use Bylaw. The Approving Authority may consider off-street parking relaxations based on site specific characteristics. For example, parking strategies such as shared parking or a relaxation for on-street parking may be considered in mixed use areas such as Parade Square, in order to reduce the dominance of parking lots.

(b) Joint parking allowances should be considered by the Approving Authority for adjacent uses with staggered peak periods of demand. Shared parking areas should be conveniently located to all uses, but do not need to be located on the same parcel as the use.

(c) Where reduced parking standards are used, mitigation measures may be considered by the Approving Authority, to address spillover parking impacts. Mechanisms such as preferential parking zones (i.e., residential permits) in residential areas and short term parking controls may be used in mixed use areas. The parking situation should be monitored in the early stage of development to determine if mitigative measures or further study are necessary.



Surface parking lots should be screened



Parking areas should provide for pedestrian connections

Landscaping helps to screen surface parking

Parking design should accommodate pedestrians

14.0 Transit Network

Transit use is encouraged

14.1 Context

> *"Some urban areas have taken a different approach to public transportation. They realize that they strengthen their economic viability and resilience with diverse transportation networks. Transit is treated as a precious resource.*
>
> *One way to make transit an attractive option is to return to a lesson learned earlier in this century: minimize the distance that patrons must walk . . .. Shops and offices can be located close to bus stations . . ., thereby increasing the density of surrounding developments."*
>
> ***William Lieberman, Charter of New Urbanism, 1999, page 102***

Public transit plays an important role in the city's transportation system, particularly as an alternative to the automobile for commuters. It also plays an important social, environmental and economic role insofar as it has a low environmental impact and can provide a cost-effective travel option to the community. The fostering of increased transit use is identified as a key objective in The City's strategic planning documents.

In the context of this strategic direction, the Plan aims to ensure a transit-friendly land use pattern and development, i.e. one which allows appropriate development densities, provides for mixed land uses, and minimizes walking distances to transit and provides for direct transit routing through the community. CFB West presents an outstanding opportunity to create a transit-oriented community.

CFB West is well located to make increased use of bus transit. It is about 20 minutes by express bus from the Downtown, it is within feeder-route distance to the LRT, and it sits astride major cross-town routes. The increase in population and employment envisaged for the planning area can support an enhanced bus service for CFB West and for the surrounding communities.

14.2 Purpose

The purpose of these policies is to provide for direct, convenient and efficient bus service for CFB West, in order to promote public transit as a viable alternative mode of travel.

14.3 Policies

14.3.1 General

(1) Policies in this section apply to the transit network illustrated on Figures 21 and 22. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

(2) The transit system and developments should be designed such that the highest density uses are closest to transit service.

Mixed use activity areas can function as transit nodes

(3) A range of compatible uses (e.g. residential / commercial) is encouraged within close walking distance of transit service to accommodate multi-purpose trips and to create activity and a sense of personal security for those walking or waiting for transit service.

14.3.2 Transit Catchment Areas

(1) The Plan supports direct pedestrian connections to the existing and new transit stops as shown on Figure 21, in order to encourage the use of public transit. In circumstances where the road network does not provide direct access to transit stops, pedestrian access should be provided through the provision of paved and lighted pathway or walkway connections or pedestrian access easements to ensure the maximum walking distance criteria of 400 m (or a five-minute walk), where possible.

Wherever possible, road connections as opposed to walkway connections should be used to meet transit coverage requirements.

(2) Transit stops, whenever possible, should be located adjacent to the major activity nodes or other significant community facilities in order to create a strong transit focus and ensure that transit delivers passengers to their destinations as directly as possible.

14.3.3. Route Network Design

(1) The Plan supports new external roadway connections to 33 Avenue and Glenmore Trail to provide for direct and efficient transit service to the Downtown and Chinook LRT Station.

(2) Bus routes, as illustrated on Figure 22, should be designed to provide convenient and direct access to activities within the Plan area and to link CFB West with other communities and employment areas.

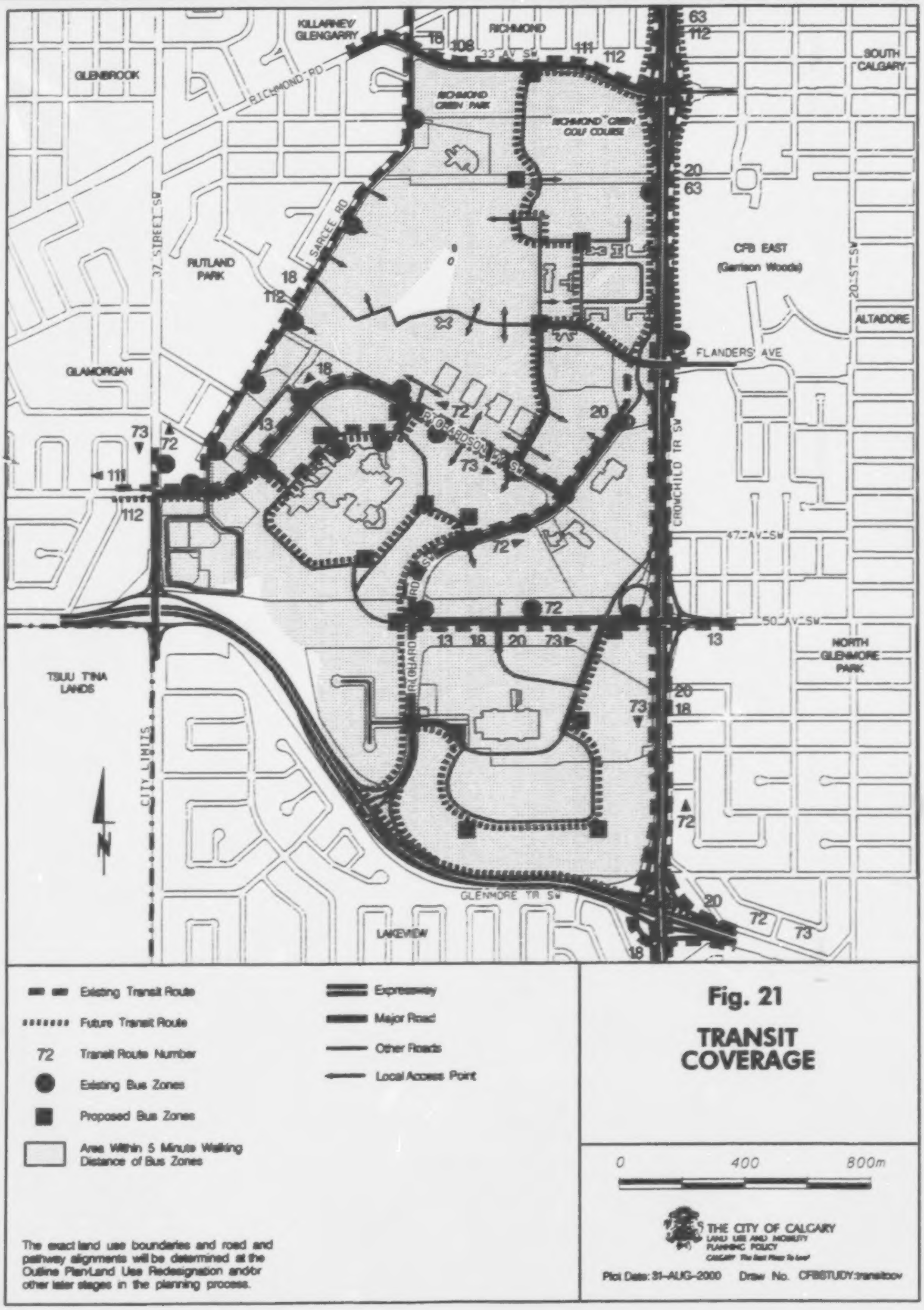
(3) Increased levels of transit service should:

- provide improved service, in the form of longer hours and more frequent service to Parade Square, Mount Royal College and other activity areas;
- introduce express bus service to and from the Downtown and the Chinook LRT station;
- introduce new cross town bus connections linking growing areas in the southwest to CFB West; and
- realign existing routes on peripheral roadways to improve transit access.

Improved transit service to Mount Royal College

(4) Calgary Transit will develop detailed plans and implementation schedules for improved transit services as part of the West Calgary Transit Service Plan.

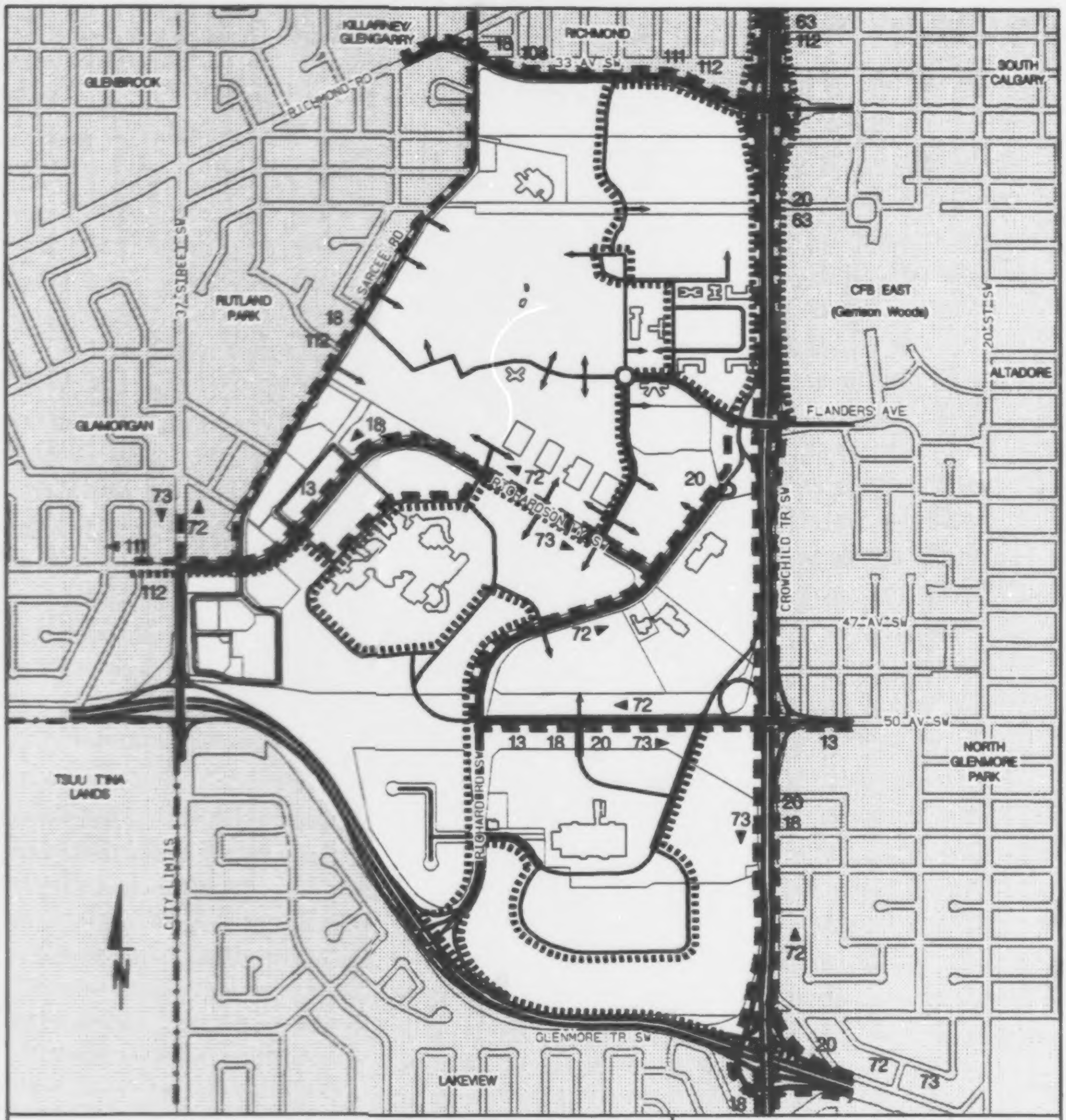
Transit stops should be safe and comfortable



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 21

TRANSIT COVERAGE



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 22

TRANSIT SERVICE

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:transit

(5) Transit stops should provide a safe, functional and attractive waiting environment by:

- locating near building entrances;
- providing adequate sidewalk space to accommodate walking and waiting pedestrians;
- providing a solid, slip resistant, level walking surface;
- providing a barrier-free pedestrian path by locating street furniture to avoid conflicts with pedestrian flow; and
- providing heated and lighted transit shelters and related amenities such as benches, route maps, telephones, and secure bicycle storage facilities, at major activity centres.

14.3.4 Monitoring

The need for additional transit routes and stops should be assessed as the CFB West area develops. Calgary Transit should monitor existing routes and the demand, as necessary to ensure all residents have easy access to transit.

15.0 Pedestrian and Bicycle Network

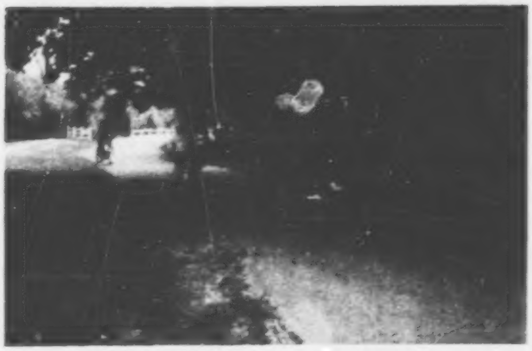
Pathway design encourages walking and cycling

15.1 Context

> *"Neighbourhood streets are detailed to provide equally for the pedestrian, the bicycle, and the automobile . . .. Neighbourhood streets that provide wide sidewalks, street trees, and on-street parking increase pedestrian activity. People are more apt to want to walk or bicycle if the route provides safe, pleasant, shady sidewalks and bike lanes. Drivers are more apt to drive slower in areas with pedestrian filled sidewalks, crosswalks, and convenient on-street parking . . .. Streets designed for pedestrians, bicyclists, and drivers also encourage the casual meeting among neighbours that help form the bonds of community."*
>
> ***Elizabeth Plater-Zyberk, Charter of the New Urbanism, 1999, page 81***

Walking and cycling are healthy, low-cost, environmentally friendly ways of getting around. The City recognizes the importance of these non-motorized travel modes in its strategic planning documents and has taken a lead in promoting them as part of an integrated transportation system and as a viable alternative to the car.

CFB West can play a vital role in demonstrating the benefits of a pedestrian-and bicycle-friendly community. The Plan emphasizes the use of the internal road network as the primary pedestrian and bicycle circulation system and supplements it with pathways and bikeways. This avoids the creation of a duplicate and possibly isolated system.



The open space system can include a regional pathway

Regional pathways and bikeways are intended to create connections through the community and to enhance the existing city-wide system. Local pathways which also include sidewalks and walkways will create an interconnected system within the community which is pedestrian and transit supportive.

The network of pathways, bikeways and sidewalks in CFB West can also support transit use by providing direct routes to bus stops.

15.2 Purpose

The policies provide for direct and convenient pedestrian and bicycle circulation within CFB West by means of streets, sidewalks, walkways, and regional and local pathways to support walking and cycling for both leisure activities and the journey to work.

15.3 Policies

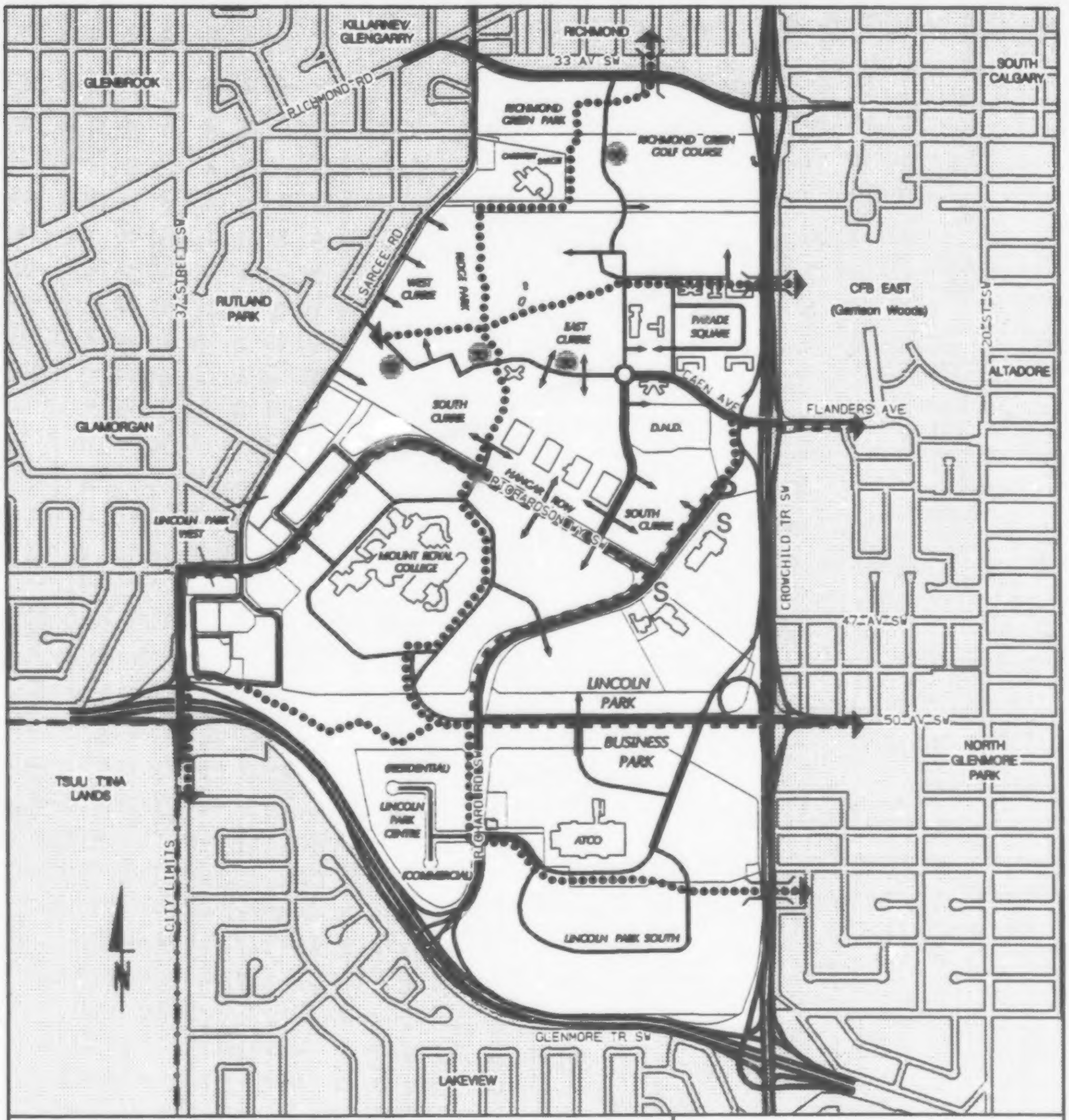
15.3.1 General

(1) The policies in this section apply to the pedestrian and bicycle network illustrated on Figure 23. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as approved.

Sidewalks can meander to accommodate existing trees

(2) The following policies support walking and cycling as recreational activities, as a complement to the transit system, and as an alternative mode to the car (e.g. commuter cycling).

Regional pathways accommodate both walking and cycling



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 23

BIKEWAY/PATHWAY & ROAD NETWORK

0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY
CALGARY The Best Place To Live!

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY bike

On-street bikeway

15.3.2 Pathway and Bikeway Network Design

(1) The Plan encourages the use of the public street as the primary pedestrian and cycle system. Where street connections are not feasible, connections should be made by pathways and/or pedestrian easements.

(2) On and off street opportunities for pedestrians and cyclists should be designed to allow for multiple routing opportunities.

Bikeway system links activity nodes

(3) The pathway and bikeway system as illustrated on Figure 23, is designed to link activity nodes and open spaces within the Plan area through a system of regional and local connections. Not all local connections are illustrated.

(4) Primary pedestrian routes and bikeways should be bordered by residential frontages, educational facilities, public parks, mixed use and business uses. Routes through parking lots should be avoided.

(5) The pathway and bikeway system should be developed in recognition of the "Development Guidelines and Standard Specifications: Landscape Construction", and the design standards contained in the Calgary Cycle Plan (1996).

(6) The Plan should provide for a coordinated system of pathways and bikeways. Important activity nodes such as Parade Square, schools

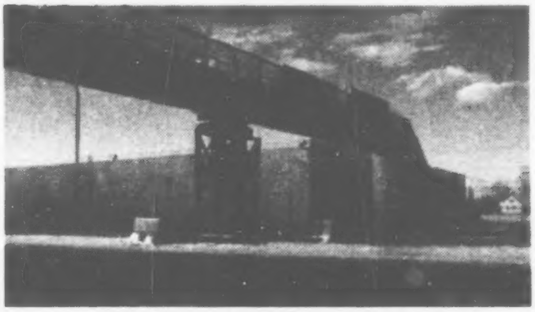
Regional pathway accommodates pedestrians and cyclists and other community facilities should be directly linked by a combination of bikeways and pathways.

(7) The regional pathway/bikeway system should be designed to link CFB West to the City's regional system of pathways and bikeways for both recreation and commuting.

(8) The pedestrian and cycle system should be designed to complement and supplement existing routes.

(9) Lighting for pedestrian pathways intended to provide direct routes to bus stops shall be provided in accordance with current transit access policies for lighting.

(10) The pedestrian overpass located on Crowchild Trail, south of 50 Avenue SW should be upgraded and relocated north to approximately 54 Avenue, as budgets permit. This will provide a safer, more direct connection for pedestrians and cyclists from the plan area to the regional parks and pathway system.



Existing pedestrian overpass over Crowchild Trail

(11) Safe pedestrian and bicycle connections should be provided for in the final design of all new interchanges [see Section 13.3.2(2)(g)].

A regional pathway connection

(12) **Regional Pathways**

(a) Regional pathways should generally be aligned as shown on Figure 23 to provide for a continuous system within CFB West; for linkages to the external regional parks and pathway system; and to adjacent communities. Specific alignments will be determined at the Outline Plan / Land Use Amendment stage.

(b) Wherever possible, regional pathways should be located within a public open space.

(c) Regional pathways may also be located within a road right-of-way in the form of a separate off-street pathway constructed in place of a sidewalk with a limited number of driveways crossing the pathway.

(d) Trasimeno Crescent and its heritage landscape should be integrated into the regional pathway system and designed with careful attention to security and safety (i.e. Crime Prevention Through

Environmental Design, CPTED principles) due to the dense nature of the landscape.

Trasimeno Crescent will become part of the regional pathway system

(11) Local Pathways

(a) The alignment of local pathways should be determined at the Outline Plan/Land Use amendment stages.

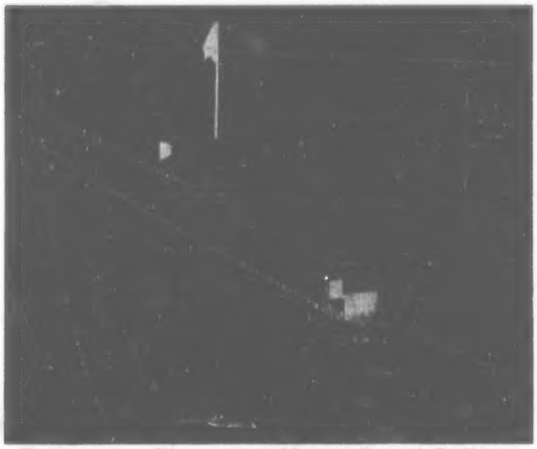
Local pathway connections

(b) The sidewalk and walkway system should be designed to accommodate short, convenient, and direct pedestrian connections and to provide cycling and walking throughout the residential area.

(12) Mount Royal College

(a) As a requirement of the redevelopment of the Mount Royal College (MRC) site and as agreed to by the College, a public access easement should be registered on title to accommodate the regional pathway through the site. The regional pathway should be designed and sized in accordance with City standards.

(b) If Mount Royal College does not expand into the 50 Avenue right-of-way, the east / west portion of the regional pathway shall be provided through reserve dedication, a public access easement or other mechanisms to ensure this connection.



Pathways will connect Mount Royal College to the community

Part V, Servicing and Implementation

Chapter 16 - Servicing
Chapter 17 - Planning Approvals/ Special Information Requirements
Chapter 18 - Customized Infrastructure
Chapter 19 - Phasing of Development
Chapter 20 - Infrastructure Funding
Chapter 21 - Monitoring the Plan

Part V, Servicing and Implementation

Plan policies will be implemented through subsequent steps

In order to ensure the timely and orderly implementation of the CFB West Plan, it is critical that the Plan give guidance and direction to the provision of services and the implementation process through a comprehensive implementation strategy.

Successful implementation requires that all participants clearly understand the extent and timing of their obligations related to development.

Many different actions are required to begin implementing this plan. This Part contains the key implementation measures through which the Plan can be achieved.

16.0 Servicing

Services should be provided in ways that protect existing mature trees

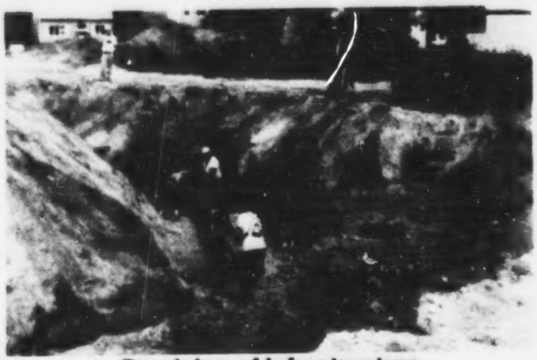
16.1 Context

One of the benefits of a more compact urban form is that the utilities and other services can be provided more efficiently. Redevelopment of an area at the edge of the inner city, like CFB West, can delay the need to extend services to the outer edges of the city.

The CFB West Plan area is generally provided with all municipal services. On the former Base lands, some areas are not serviced and other areas have services which may not meet current City standards. The introduction of increased intensity of activity on the site will require the review and analysis of existing municipal infrastructure, consideration of upgrading existing services, or the provision of new facilities where required to handle new development.

16.2 Purpose

The purpose of these policies is to ensure that water, sanitary sewer, storm sewer, telephone, natural gas, electrical, cable, and other utilities are provided in a safe, logical and efficient manner.



Provision of Infrastructure

16.3 Policies

16.3.1 General

The policies in this Section shall be considered in conjunction with the goals, principles, and policies in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

16.3.2 Provision of Services

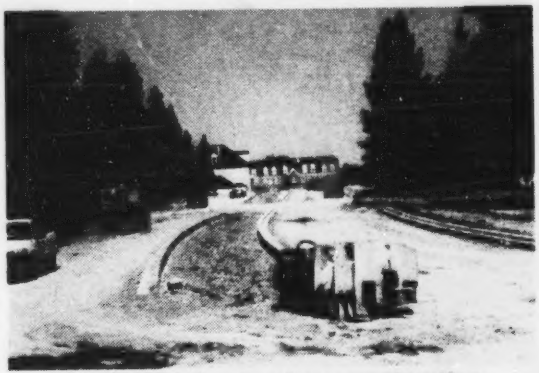
(1) Utilities should be provided to CFB West to provide a level of service satisfactory to The City.

(2) The alignments and capacities of watermains, sanitary sewers and storm-sewer trunks will be determined based upon detailed utility servicing studies and analyses at the Outline Plan / Land Use Amendment Stage.

(3) The location of shallow utilities, related line assignments, easements and rights-of-way should be provided to the satisfaction of The City and the utility companies.

(4) The Plan supports infrastructure design that facilitates the use of new technologies (e.g. fibre-optics).

(5) Where variances to the existing utility standards and alignments are desirable, the developer shall submit to The City or other appropriate authorities, the reason for the requested variance, the actual standard requested, the condition of any utilities proposed for continued use, and comparison of the proposed to existing standards.



Road and infrastructure construction

16.3.3 Stormwater Management

Development of stormwater retention (wet) and detention (dry) ponds required to serve CFB West development should be implemented in accordance with the following.

(1) Master Drainage Plan(s) are required for each stormwater catchment area within the Plan area. These plans should define the extent and nature of stormwater management for the site, including how water quality will be addressed. These plans will form the basis on which the storm sewer system within the Plan area will be designed.

Stormwater can be managed by creating ponds

(2) Stormwater ponds within CFB West should be developed in accordance with the approved policies, guidelines, and standards of The City.

(3) A stormwater pond should generally be located on a public utility lot, except that a dry pond may be allowed to locate on credible reserve land, where the pond is to be developed in accordance with the approved dry pond policies.

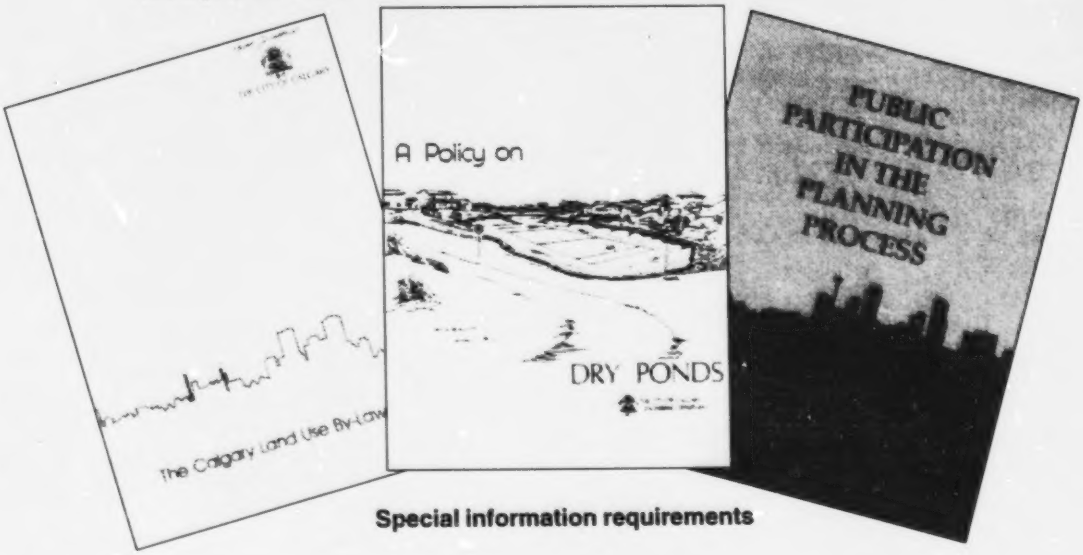
(4) Wet ponds, where determined appropriate should be:

- designed to maximize active and passive recreational opportunities;
- located to preserve existing mature trees and vegetation, where possible; and
- engineered to enhance water quality through the use of water-based plants (e.g. cattails).

(5) Where stormwater ponds are allowed to locate within a natural feature, the pond(s) are to be integrated with the feature in a compatible and complementary manner.

Stormwater ponds should be designed to complement adjacent land uses

17.0 Planning Approvals/Special Information Requirements


The City of Calgary
The Calgary Land Use By-Law
A Policy on
DRY PONDS
PUBLIC PARTICIPATION IN THE PLANNING PROCESS

Special information requirements

17.1 Context

The implementation process will consist of further planning approvals including outline plans, land use designations, plans of subdivision, development and building permit applications and street closures. Other implementation actions may include architectural and design guidelines, street naming, building demolitions, land exchanges, and disposition of land. A detailed overview of the planning and implementation processes and their legal and administrative framework is found in The City's "A Community Guide to the Planning Process and Public Participation in the Planning Process".

These implementation mechanisms will conform with the Master Plan. The CFB Master Plan will be implemented primarily through the Outline Plan / Land Use Amendment process which apply the appropriate land use districts to a site and establishes the subdivision design. A range of residential, commercial, open space, institutional and other land use designations, including Direct Control (DC) with appropriate development and design guidelines, will be established to implement the Plan.

17.2 Purpose

The purpose of these policies is to identify the supporting information that will need to be submitted by the developer at the detailed planning stage. This will serve to demonstrate how the policies of the Plan will be achieved and will assist City Council or the Approving Authority in evaluating proposals. These requirements are in addition to the normal submission requirements for an Outline Plan / Land Use Amendment or Development Permit.

This section also identifies the manner in which the development and design criteria for each Land Use Policy Area within CFB West are to be applied at the detailed planning stages.

Richmond Green Park

17.3 Policies

17.3.1 General

The policies in this Section shall be considered in conjunction with the goals, principles, and policies in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment, or Development Permit Stages, as appropriate.

17.3.2 Comprehensive Planning

(1) An Outline Plan / Land Use Amendment should comprise an entire development cell, as a minimum.

(2) Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design that residual areas in the rest of the development cell or in the rest of the land use area can be developed in a logical and comprehensive manner.

17.3.3 Supporting Information

(1) Concept Plan Requirements

(a) Richmond Green Golf Course and Richmond Green Park

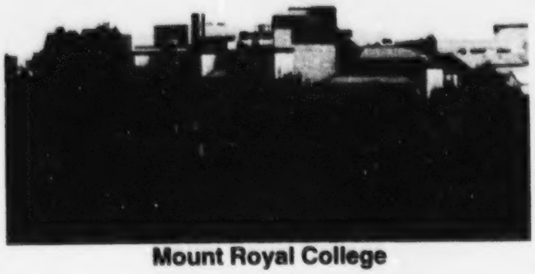
(i) The closure of a portion of the existing access road to 33 Avenue, the creation of a new access road to 33 Avenue, and the related reconfiguration of the Richmond Green golf course and Richmond Green Park will be part of a comprehensive Outline Plan.

(ii) In conjunction with the Outline Plan required under (a) above, a concept plan is required to be provided to the satisfaction of the Approving Authority and should show:

- how the existing facilities (e.g., golf clubhouse, tennis practice facility, parking lot, playground) will be redeveloped and/or relocated as a result of the construction of a new road and access to 33 Avenue; and
- pedestrian connections, road crossings and regional pathway alignments.

(b) Mount Royal College

At the Outline Plan, Land Use Amendment or Development Permit stage, a concept plan for the expansion of Mount Royal College is required to show how the site including the road system, open space and the regional pathway will connect to the balance of the Plan area. The concept plan should also show the interface conditions between the site and the adjacent residential and employment areas.



Mount Royal College

(2) **Residential Density Analysis**

(a) At the Outline Plan / Land Use Amendment stage, a developer shall submit a density analysis to demonstrate how the proposed development complies with the residential density requirements in Section 8.3.4.

(b) The density analysis may be required to be updated and resubmitted with any subsequent Land Use Amendment or Tentative Plan of subdivision within the Outline Plan / Land Use Amendment area.

(3) **Reserve Analysis**

(a) At the Outline Plan / Land Use Amendment stage, a reserve analysis should be submitted for a developer's entire land holdings within CFB West showing:

- the amount of creditable reserve owing on these lands;
- the proposed allocation of this creditable reserve.

(b) The reserve analysis may be required to be updated and resubmitted with any subsequent Outline Plan/Land Use Amendment or Tentative Plan of subdivision within the Outline Plan/Land Use Amendment area.

Stormwater management facilities

(4) **Stormwater Management Analysis**

At the Outline Plan / Land Use Amendment stage, a stormwater management study should be submitted by the developer which addresses the need, location, design and function of any required stormwater management facilities.

(5) **Road and Pathway Network Analysis**

At the Outline Plan / Land Use Amendment stage, a roadway and pathway network analysis should be submitted by the developer describing, among other matters, the proposed design, road and pathway types, and special features of the internal road and pathway network and a justification of the standards selected.

Pathway design details

(6) Traffic Impact Assessment

(a) At the Outline Plan/ Land Use Amendment stage, a traffic impact assessment should be submitted by the developer determining, among other matters, the impact of the redevelopment of CFB West on the perimeter road network and immediately adjacent community streets and any required off-site improvements

(b) Developer initiated traffic impact assessments shall be made available to the traffic management process outlined in Section 13.3.4..

Crowchild Trail upgrades will be addressed

(7) Transit Coverage Analysis

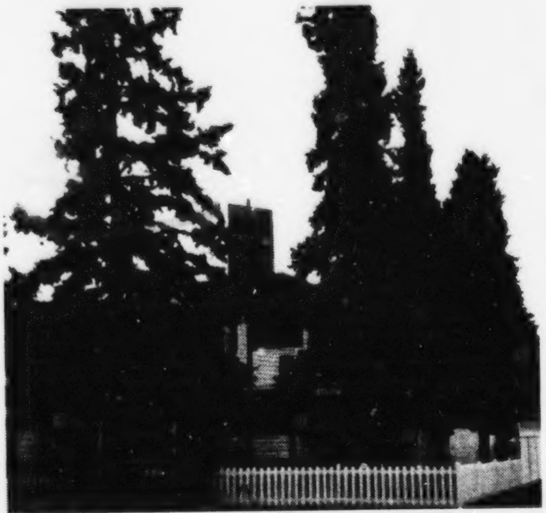
At the Outline Plan / Land Use Amendment stage, a transit coverage analysis should be submitted by the developer showing the proposed:

- transit routes
- bus stops;
- transit catchment areas;
- any inconsistencies with the established transit coverage standards.

(8) Tree and Vegetation Analysis and Protection Plan

At the Outline Plan / Land Use Amendment stage, a Landscape and Vegetation Protection Plan should be submitted to the satisfaction of the City of Calgary, General Manager, Park Development and Operations in accordance with Section 6.3.6 of the Plan. The Plan should:

- provide a detailed inventory, survey, and assessment of existing trees and vegetation on the site by location, type (species), size, character, and condition;
- identify potential trees and vegetation on the site to be preserved, relocated or removed, subject to more detailed engineering work on the site; and
- outline the nature of the protection plan.



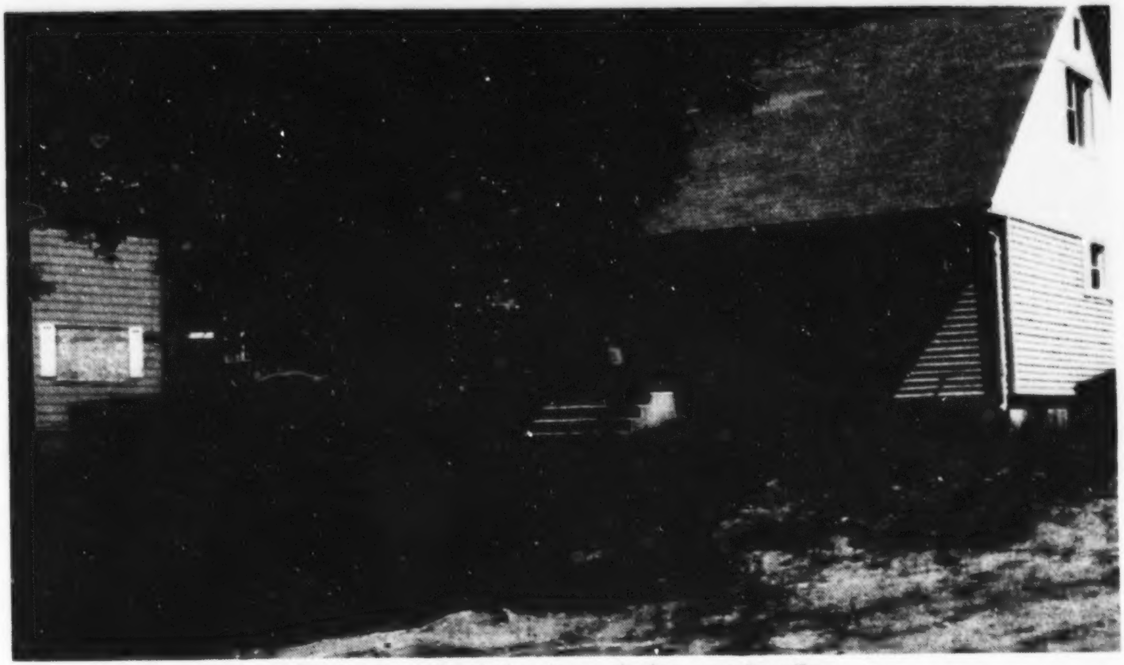
Existing trees will be preserved

Trees will be protected through construction phases

(9) Application of Design Standards

As part of an Outline Plan / Land Use Amendment application or Development Permit application, a developer shall demonstrate the manner in which the relevant design criteria as contained in the Plan have been addressed.

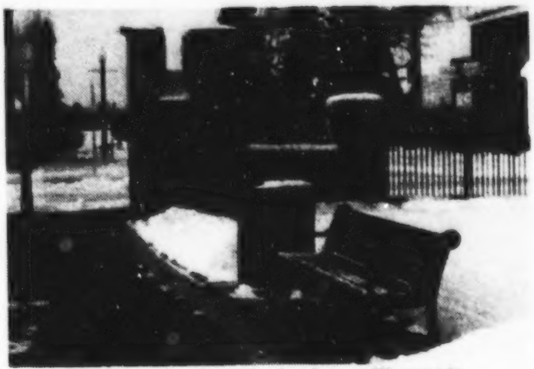
18.0 Customized Infrastructure



Protection of existing trees during construction

18.1 Context

While it is anticipated that many of the City's existing public infrastructure design standards may be used within CFB West, a customized or tailor-made approach to infrastructure design should be considered where there is an opportunity to create special or unique features. The elements of customized design should include the public open space, the circulation system, transportation management, transportation and utilities rights-of-way.



Customized park design will create a unique environment

The rationale for the use of customized design is as follows:

- to create a unique development, with interesting neighbourhoods;
- to reflect the location of the site on the edge of the inner city and a desire to create a non-suburban environment;
- to protect existing trees, buildings and roads;
- to respect and celebrate the history of the area;
- to create a pedestrian / cyclist / transit friendly environment as well as to facilitate the use of the car; and
- to build on the success of customized design approach used within CFB East.

Creation of a pedestrian friendly environment

The intent is to use functional / performance based design criteria (e.g., function, maintenance) within CFB West where appropriate, rather than relying only on existing standards which have been developed over the years to address sometimes very different "suburban" situations.

18.2 Purpose

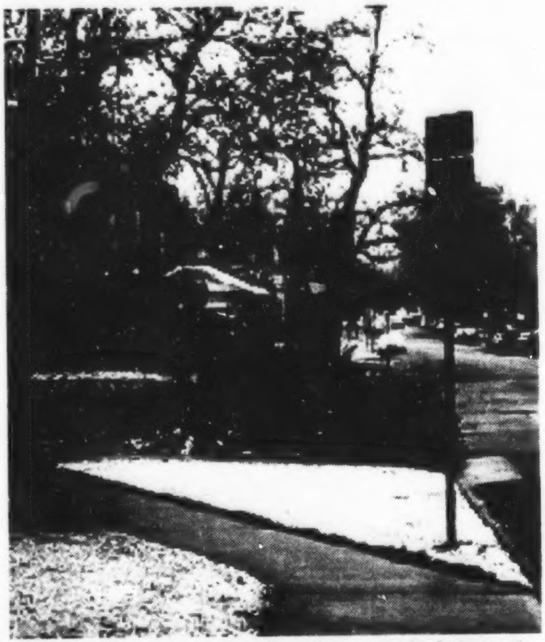
The purpose of these policies to provide the opportunity to use a customized design approach to public infrastructure standards within CFB West, where appropriate, rather than relying only on established standards. This approach will help to create a unique character and identity for the community.

Customized street design can help protect trees

18.3 Policies

18.3.1 General

(1) The policies in this Chapter shall be considered in conjunction with the goals, principles, and policies in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment, or Development Permit Stages, as appropriate.



Sidewalks are meandered to create interest

(2) In order to create a unique and special identity for CFB West and, where appropriate, to protect and retain existing trees, roads and historic buildings, customized standards for park design, the circulation system, utility alignments, and other infrastructure should be considered for the CFB West Plan area. These may include:

- non-symmetrical road cross-sections, permitting retention of existing trees and buildings;

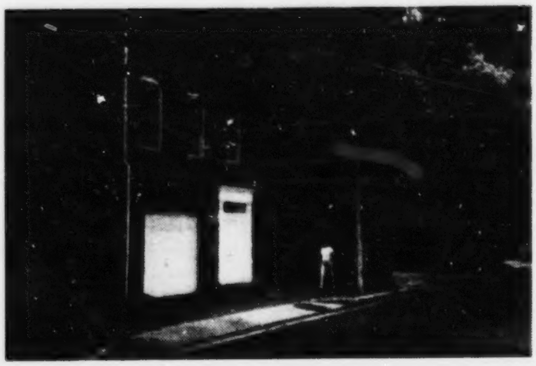
Retention of historic buildings and roads creates a unique identity

- utility alignments and easement widths in streets and lanes to give more flexibility in the creation of an urban streetscape and to enable preservation of existing trees;
- utilities routed around existing trees and structures;
- re-use of some existing infrastructure where there is sufficient capacity, and where the condition of the infrastructure is still appropriate;
- retention of existing street configurations wherever possible, and allowance for the historic aspects of the site;

Customized landscape design

Screening of utility boxes

- "urban" streetscapes with alternate standards and varying setbacks;



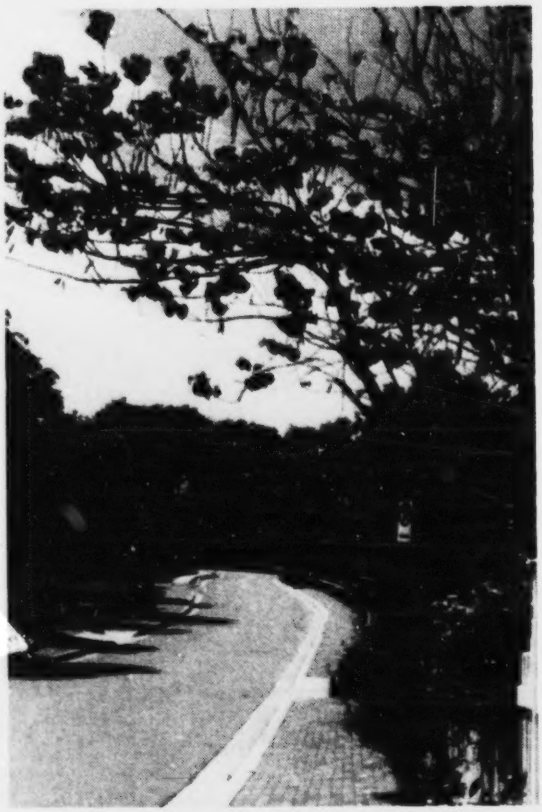
An urban streetscape

- customized landscape design, including trees and shrubs and other public facilities such as signs, benches, street lights, and other street furniture within easements and rights-of-way; and
- the screening of above-grade utility boxes while still enabling access by the utility company.

18.3.2 Process and Scope

(1) A working committee comprising affected City departments, utility companies, and the landowners / developers should be established to determine where customized infrastructure design is appropriate and where City standards will apply.

Street furniture and special paving create attractive public spaces



Customized road design helps create a unique development

(2) Customized design will be expected to produce a performance similar to that of the infrastructure and systems constructed using normal City standards, and should not substantially increase maintenance and operating costs for The City.

Design proposals should include plans for finalizing the operation and maintenance of features which substantially increase standard City requirements.

(3) At the Outline Plan / Land Use Amendment stage, customization of design for public infrastructure will require a review of the details associated with infrastructure design in order to ensure that the concepts proposed are workable.

Streetlighting can be customized to create community character

19.0 Phasing of Development

A mix of housing types

19.1 Context

To facilitate the development of CFB West, it is necessary to plan for the ultimate vision and to determine how the area can evolve over time without undermining that vision.

Urban areas redevelop and change character in response to market and other forces. It is possible for an area to develop at lower densities to respond to markets in the short term, particularly where existing usable buildings are in place, and then redevelop at higher densities when there is an economic incentive to do so. Since most of CFB West will be developed incrementally over time through the actions of different landowners, it is important for The City to co-ordinate the phasing of development by making clear the planning intent and framework for the area at the outset.

Redevelopment of the residential and employment areas may take between ten to fifteen years to complete, while Mount Royal College's expansion plans are proposed over a period of more than 20 years. In the interim, the Plan accommodates temporary uses that do not undermine achieving the Plan's ultimate vision.

Development will be influenced by the availability of roadways and services. Development may also have to be phased concurrently with the roadway and municipal servicing improvements.

Park development

19.2 Purpose

The purpose of these policies is to provide for the logical and efficient phasing of development within the CFB West and allow for the interim use of land and buildings, where appropriate.

19.3 Policies

19.3.1 General

The policies in this Section shall be considered in conjunction with the goals, principles, and policies in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

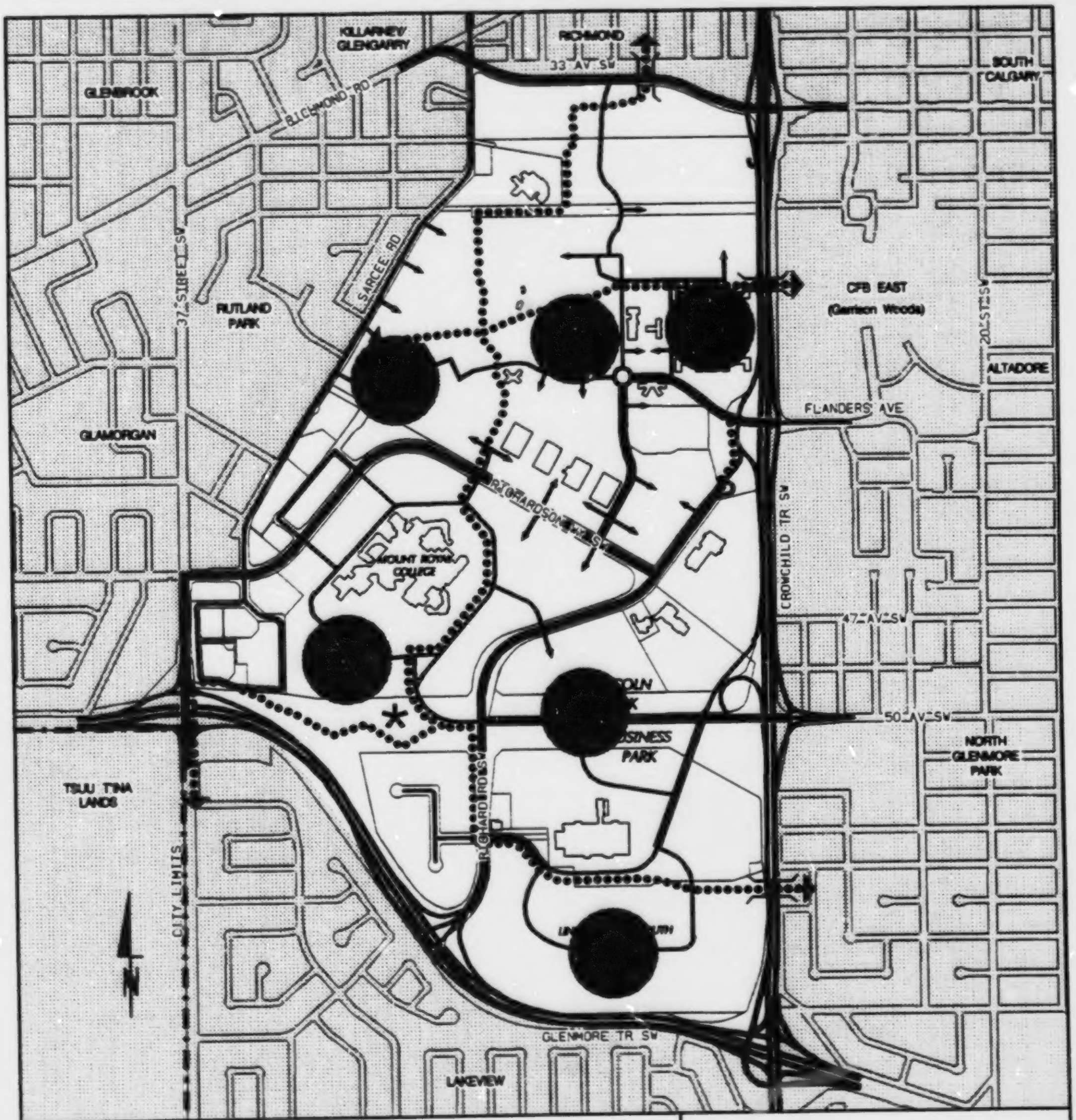
19.3.2 Phasing

(1) The phasing (timing, extent, and direction) of development within the CFB West Area as determined thorough the Outline Plan / Land Use Amendment process should be based on market demands, the availability of funding and servicing patterns.

Rear lane access to garages

(2) A proposal should be evaluated in terms of the ability to efficiently gain access and provide municipal services including transit, to the site;

(3) The actual phasing of development in the plan area will be determined by landowners in response to the market demand for the various housing and development types. Due to the mix of uses and landowners, the existence of occupied and unoccupied buildings, and the availability of municipal services and roads, development can occur simultaneously in several different areas.



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 24

ANTICIPATED INITIAL PHASES OF DEVELOPMENT

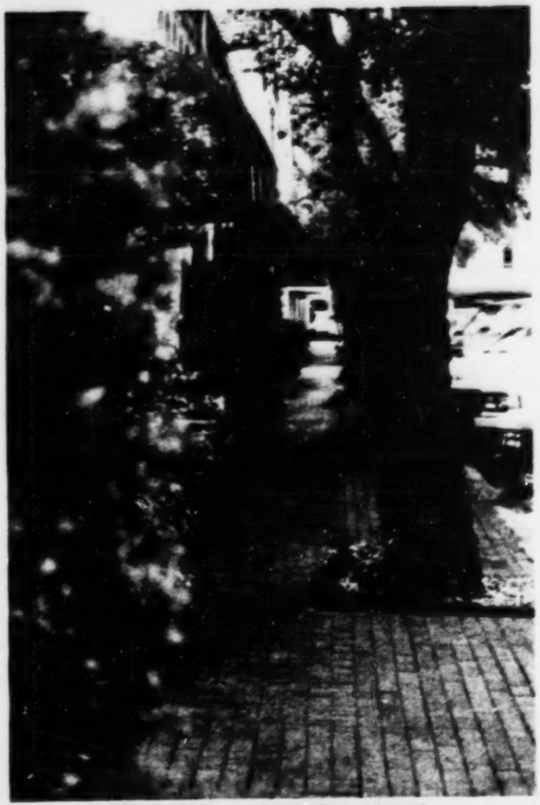
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 31-AUG-2000 Draw No. CFBSTUDY:initial

Low density residential development

(4) The anticipated initial phases of development may occur as conceptually shown on Figure 24. Under this general phasing plan, an early start can be made on the approval process for a variety of residential, mixed use and employment uses, including:

- a portion of the Parade Square Precinct mixed use area, including the construction of a realigned Caen Avenue (Main Street), and the continued use and upgrading of the existing buildings;
- a portion of the East Currie residential area with the possible development of an innovative, bareland condominium form of single family, semi-detached and townhouse development;
- a portion of the West Currie residential area with the development of single family, semi-detached and townhouse dwellings;



Pedestrian shopping street

- a portion of the Lincoln Park Business Park area;
- the south portion of the Mount Royal College area with the development of the first phase of the College's expansion; and

Multi-family residential development

- a portion of the Lincoln Park South area, possibly with the refurbishment and infill of residential land in a manner similar to CFB East.

Multi-family housing

Existing military housing can be refurbished

19.3.3 Interim Use of Land and Buildings

Interim land uses may be allowed on lands or in existing buildings within the CFB West area where these uses:

- are complementary to and compatible with the area; and
- will not compromise the intended future use of the site in accordance with the Plan's long term vision for the area.

Existing military housing can be leased in the interim

20.0 Infrastructure Funding

The timing of utility improvements and developments must be coordinated

20.1 Context

Decisions to provide specific infrastructure or services and the level at which they are to be provided are generally determined by Council through the capital budget process.

The City, senior governments through capital grants, or other third parties such as developers may provide funding for capital expenditures. In some cases, the amount of development is restricted until specific improvements to the infrastructure are constructed. Developers may be asked to front end the costs of certain specific improvements that are a public financial responsibility, if development requiring a specific improvement is desired before The City has the necessary capital funds to construct it.

The financing of utilities and roadway improvements are a major consideration in the approval process, particularly where publicly financed improvements are involved.

20.2 Purpose

The purpose of these policies is to identify funding arrangements for the major utility and transportation improvements that are required to be constructed as development proceeds within CFB West.

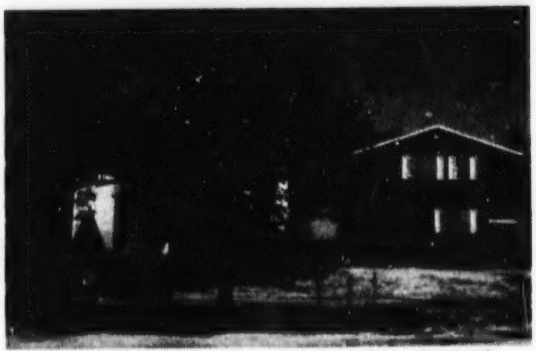
The policies reference the coordination of timing of these improvements with the rate of development. They also identify the mechanisms to finance urban growth. The policies reflect the philosophy that the developer should pay for the vast majority of the costs of the development, and that the development should not proceed until any public financial commitments have been resolved.

20.3 Policies

20.3.1 General

The policies in this Chapter shall be considered in conjunction with the goals, principles, and policies in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment, or Development Permit stages, as appropriate.

Roads designed to protect trees



Trees must be preserved and protected during construction

20.3.2 Infrastructure Improvements

(1) Utility Improvements

The timing and financing of new or upgraded utility improvements necessary to serve new development shall be resolved, prior to development occurring.

(2) Transportation Improvements

(a) The timing of construction of components of the road network, as described in Chapter 13, will be considered at the Outline Plan/Land Use Amendment stage and determined on a phase-by-phase basis, as development proceeds.

(b) Construction or upgrading of interchanges at the primary external connections identified in Section 13.3.2(2) will not be required during the initial phases of development, identified in Chapter 19.

(c) The City will consider giving priority in the annual review of its Transportation Infrastructure Investment Plan to the construction or upgrading of

Road construction

interchanges at the primary external connections identified in Section 13.3.2(2), subject to evaluation of city-wide priorities in the capital budgeting process.

Criteria to be considered in the review of the Transportation Infrastructure Investment Plan shall include:

- the contributions which the redevelopment of CFB West will make to achieving the City's strategic planning objectives ; and
- the need to guide the majority of traffic onto Crowchild Trail and Glenmore Trail in order to minimize its intrusion into immediately adjacent communities.

(d) In determining the priorities among the primary external connections, The City will consider making capital expenditures to advance the upgrading of the interchange at Crowchild Trail and Flanders Avenue, in cooperation with the benefiting landowners within the Plan area.

(e) After construction of the initial phases of development described in Section 19.3.2(4), the following improvements must be constructed at Crowchild Trail and Flanders Avenue, prior to initiating the construction of the 33 Avenue connection through Richmond Green. These improvements include:

- installing of traffic signals at the east ramp intersection; and
- disconnecting northbound Richard Road from Flanders Avenue.

(f) Calgary Transit should consider the early provision of transit service to the CFB West plan area prior to full development of the area.

(g) The developers should, in conjunction with the Administration, work toward the completion of the regional pathway system connecting CFB West to the regional pathway network and adjacent communities, at the earliest opportunity.

(3) Relocation of City Maintenance Yards

The City will ensure that its maintenance yards, identified in Figure 12, are moved to a location outside the planning area at an appropriate time, in order to allow the site and adjacent lands to be developed for residential uses, or to facilitate the construction of an access road to 33 Avenue, as required.

(4) Other Improvements

(a) Additional improvements or amenities will be encouraged within CFB West, including park features and entrance features, subject to maintenance agreements where required.

(b) The formation of a homeowners' association may be required as a means to ensure the long-term maintenance of those additional amenities or design features provided by the developer in the area.

(5) Determination of Financing Obligations

As part of the Outline Plan / Land Use Amendment approval, the timing of construction and financing obligations of the City and the developer relating to any utility or roadway improvements required to service a site should be addressed.

(6) Financing Obligations of The City

(a) Prior to the Outline Plan / Land Use Amendment approval, where roadway or utility improvements to serve the subject site are required to be constructed and funded by The City, the developer shall demonstrate that the City has committed to undertake construction of the improvements, or that another mechanism to fund and construct the improvements has been determined

(b) Any public expenditures for improvements proposed in this Plan will be subject to The City's capital budget priorities and approval process and will be evaluated in relation to the needs of other communities and city-wide spending priorities.

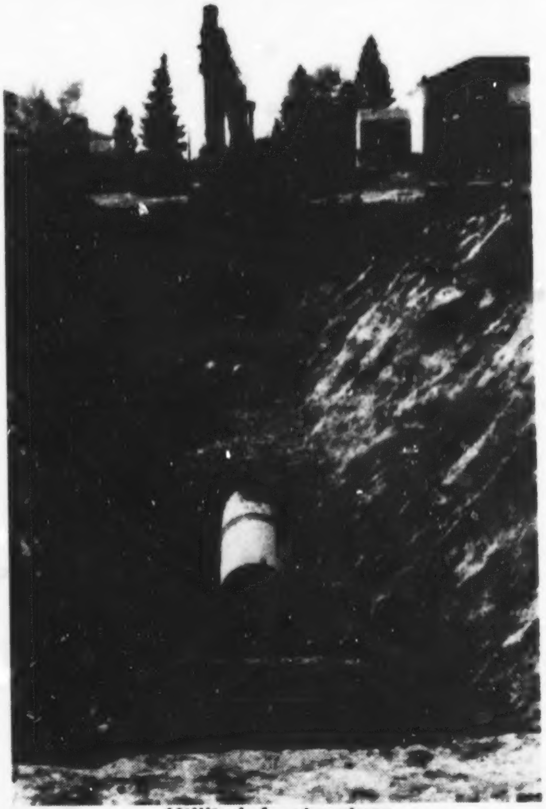
(7) Financing Obligations of the Developer

(a) A developer, as and when subdivision and development proceed on a parcel of land, and in accordance with the standard development agreement in place at the time and any extraordinary development conditions applied to the subdivision or development permit approval, will need to pay its share of the cost of utility and roadway infrastructure necessary to service the site.

(b) Where a developer finances the cost of extending roadway or utility infrastructure, The City may enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of payback to the developer.

(c) Other mechanisms to fund infrastructure servicing to the area should be considered such as front-ending agreements between developers; cost-sharing agreements entered into between development interests within the Plan area; and / or funding of infrastructure or individual development applications through development agreements.

(d) Each developer within CFB West shall pay the applicable acreage assessments.



Utility infrastructure

21.0 Monitoring the Plan

21.1 Context

This Plan is intended to bring about certain fiscal, social and environmental benefits, not just to the residents of the community, but to the city of Calgary generally. As a result, it is important that the CFB community be monitored as it develops in order to ensure that the Plan is achieving its vision and meeting its goals and principles. Subsequent phases of the Plan may also benefit from this analysis. Both the Calgary Transportation Plan and the Sustainable Suburbs Study call for the development of a set of indicators for monitoring community plans. These indicators as set out in the "Sustainable Indicators Study" should be applied to the CFB West Plan.

Two key questions will need to be answered: were the planning criteria met in the implementation of the Plan and, if they were, did they achieve the hoped for results?

21.2 Purpose

The purpose of these policies is to monitor the goals, principles, and policies of the Plan, as soon as a sufficient number of houses and businesses have been built, to make progress measurable, and on an on-going basis.

21.3 Policies

(1) The City should monitor the CFB West Master Plan as the planning area evolves including the following:

- the provision of affordable / non market housing;
- Outline Plan, Land Use Amendment and Development Permit applications;
- park development plans, including tree preservation; and
- on-going traffic analysis and monitoring and any mitigative measures considered necessary as the area develops.

(2) The Sustainable Indicators Study should be used as a tool to evaluate the CFB West Master Plan.

Appendix I - Definitions

Definitions

Where possible, the terms used in the CFB West Master Plan match definitions used in the City of Calgary Land Use Bylaw 2P80, The Calgary Plan, and other Bylaws and policy documents.

Land Use Districts

Direct Control District - a land use district that provides for developments that, due to their unique characteristics, innovative ideas, or because of unusual site constraints, require specific regulations unavailable in other land use districts. This district is not intended to be used in substitution of any other land use district in the Land Use Bylaw that could be used to achieve the same result.

General Definitions

Accessibility - ease of access or egress to any location.

Accessory Building - a building that does not accommodate the principal use of a site and that is not attached above grade to a principal building.

Accessory Use - a building that is subordinate or incidental to the principal use of the site.

Acreage Assessment - a method where the infrastructure costs of new developing areas are recovered by the City on an acreage basis.

Additional Dwelling Unit - a secondary residential unit on a parcel, such as a suite in the basement or over the garage.

Affordable Housing - housing that costs no more than 30% of the gross income of those households considered to have low to moderate incomes, as defined by the lower two income quartiles in the City of Calgary.

Ancillary Use - a land use that is directly related to the primary use of the site.

Apartment Building - a single building comprising three or more dwelling units with shared entrance facilities, where none of the dwelling units is rented or available for rent or occupation for periods of less than 30 days.

Architectural Controls - regulations that control the architectural design of buildings to ensure they are aesthetically acceptable to a community. They are often used by developers to regulate such building elements as facades, rooflines, door and window locations, massing, landscaping, exterior finish, etc.

Amenity Space - an area comprising on-site, common or private, indoor or outdoor space designed for active or passive recreational use.

Approving Authority - the Calgary Planning Commission or the Development Officer or Subdivision Officer, as the context provides.

Bicycle Routes - informal on-street connections to local attractions within the community (e.g., to the community centre, neighbourhood nodes, joint use sites, neighbourhood parks, etc.) and to designated cycle routes.

Big Box Retail - large warehouse-style stores, often specializing in a specific retail category (e.g., toys office supplies), many with upwards of 9,000 square metres of floor space and large parking lots.

Bikeways - signed, on-street facilities designed to accommodate bicycles and autos. Bikeways provide system continuity and link areas that cannot be adequately served by pathways.

Building Height - that height determined:

a. in an RM-1, RM-2, RM-3, RM-4, RM-5, RM-6 or RM-7 District by:
   i. the maximum vertical distance between grade or a landscaped area and the eaveline of a building, and
   ii. the maximum number of storeys in a building;

b. in a commercial, industrial, special, RR-1, R-1, RS-1, RS-2, R-2, R-2A and R-MH District by creating a line parallel to grade along each building elevation and separated vertically from grade by the maximum allowable height for the district. Such line may be exceeded only by:
   i. part of the building, on no more than one building elevation, and
   ii. ancillary structures.

Building Permit - a building permit issued pursuant to the Building Permit Bylaw authorizing construction.

Business Revitalization Zone (BRZ) - a group of business people who administer funds, collected through a special business tax, to improve the area and jointly promote their businesses.

Calgary Planning Commission (CPC) - a body authorized by the Municipal Government Act to make development permit and subdivision decisions and recommendations on other planning matters to Council.

Cash-in-lieu - money that a subdivision authority may require in place of the municipal reserve, school reserve or municipal and school reserve owed on a parcel of land.

Church - a building available for the purpose of assembly and worship and may include as accessory uses social, recreational and community activities such as group meetings, banquets, and child care.

Community Association Building (Hall) - a facility operated by a community on a non-profit basis for a variety of physical, social and educational activities..

Community Centre - the primary public activity centre within a community. Community centres provide a mix of public and commercial activities, including transit, provision for goods and services, community facilities, schools and open space to serve the needs of the community.

Core Needs Households - households that are unable to obtain adequate and affordable housing in the private market at 30% or less of their income. Core need income thresholds are determined every year by the Federal and Provincial Governments. The majority are renters, and the most significant groups are senior citizens, non-senior single-person households, and lone parent families.

Density - the number of dwelling units on a site expressed in dwelling units per acre (upa) or units per hectare (uph).

Development Cell - part of a land use policy area which comprises a comprehensive development area or within which development is expected to share similiar characteristics (e.g. with respect to building form and density).

Development Permit - a document authorizing a development, issued by a Development Officer pursuant to the Land Use Bylaw, or any previous Bylaw or other legislation authorizing development within the city, and includes the plans and conditions of approval.

Direct Linkages - short and relatively straight routes between identified points, using the street system, walkways, pathways through parks, etc.

Discretionary Use - may be refused if the use is inappropriate in the proposed location or if the approving authority believes it would adversely impact the area. The approving authority must evaluate the application on its merits, having regard to Council approved plans and policies, the rules of the Land Use Bylaw and the local context.

Dry Pond - a stormwater storage facility that is designed to detain water on a temporary basis (short-term) during a major storm. These sites are used to manage the peak volume and run-off rates of stormwater and may be designed as multi-use facilities with sports field use when they are dry.

Duplex - a single building containing two dwelling units, one above the other, each having a separate entrance.

Dwelling Unit - two or more rooms used or designed to be used as a residence by one or more persons and containing kitchen, sleeping and sanitary facilities.

Eaveline - the line formed by the intersection of the wall and the roof of the building.

Ecological Landscaping - the use of native and drought-hardy plant material rather than the conventional lawns and ornamental plants, to reduce fertilizer and pesticide use and to influence the micro-climate around a structure (e.g., trees to block winter winds or provide shade in summer).

Employment Centre - an area accommodating a substantial number of jobs and which also provides goods and services needed by workers and nearby residents.

Established Communities - those communities defined in Section 20(24) of the City of Calgary Land Use Bylaw as being subject to the Special Rules for Infill Development.

Floor Area Ratio (F.A.R.) - the quotient of the gross floor area of a building divided by the gross site area.

Focal Point - a structure, feature or area of interest or activity.

Garage - an accessory building or part of a principal building designed and used for the shelter or storage of vehicles and includes a carport.

Grade - the elevation of finished ground surface, excluding an artificial embankment, at any point immediately adjacent to the building.

Gross Acre - the land area used to calculate gross residential density. The elements included and excluded are as follows:

Included in Density Calculations:

- All residential land uses
- Neighbourhood shopping centres
- Municipal Reserve
- Municipal School Reserve
- Church sites
- Daycare centres
- Community Halls
- All roads except Expressways, Freeways, and Major roads
- All lanes
- Commercial centres greater than 2.8 ha (7 ac)
- Elementary schools, junior high schools
- Community lakes
- Small-site Fire and Police Stations
- Private golf courses

Excluded from Density Calculations:

- Environmental Reserve
- Expressways, Freeways, and Major streets
- Regional and sector shopping centres
- Major institutional centres
- Land reserved by the Province
- High School sites (purchased by school boards)
- Vacant multi-family sites and single family acreages
- Commercial centres less than 2.8 ha (7 ac)
- Industrial uses
- Regional land uses such as regional parks, etc.

Home Occupation - the accessory use of a dwelling unit or private garage, by the resident, for small scale business purposes. The Land Use Bylaw contains specific guidelines for home occupations.

Housing Type - categories of dwelling units (regardless of ownership). The categories are: single family (single-detached dwellings); two-family (duplex, semi-detached and additional dwelling units); and multi-family (triplex, fourplex, townhouse, stacked townhouse and apartment buildings).

Incubator - an organization of services designed to assist start-up businesses, including management assistance, access to financing, business or technical support services and shared office services, equipment and space.

Infill or Infill Development - the development or redevelopment occurring on a vacant site following completion of the initial development of the area.

Infrastructure - the urban facilities that are required to service land for its subsequent development and use, usually referring to roads, bridges and utilities.

Inner City - that area indicated on Map 2, Boundaries of the Inner City, contained in Section 18 of the Land Use Bylaw.

Institutional Uses - means a public or private use that serves the educational, social, cultural or religious needs of the residents in a community and may include a church, a post office or postal kiosk, a library, a public or private school, and a child-care facility.

Land Use Bylaw - the City of Calgary Land Use Bylaw 2P80.

Land Use Designation (zoning) - the legal control on the use and intensity of development on a parcel of land (not on the design of a project).

Landscaped Area - that portion of a site that is required to be landscaped.

Landscaping - the modification and enhancement of a site through the use of any or all of the following elements:

a. soft landscaping consisting of vegetation such as trees, shrubs, hedges, grass and ground cover;

b. hard landscaping consisting of non-vegetative material such as brick, stone, concrete, tile and wood, excluding monolithic concrete and asphalt; and

c. architectural elements consisting of wing walls, sculptures and the like.

Linear Park - means a park comprising reserve land that may contain pathways (regional or local), lighting, park furniture, tot-lot equipment, etc., and creates continuity for the open space system. A linear park has a minimum width of 10 metres.

Live/Work - individual units that combine work space and living space. The work space may occupy more of the unit's floor area than in a typical home occupation, but impacts on adjacent residential uses are intended to be kept to a minimum.

Main Street - a neighbourhood or community business district. Main streets are areas of higher density land uses, with concentrations of shopping (such as a small grocery store, book store or pharmacy), services (such as a bank, real estate office, or upholstery shop) and entertainment or restaurants. Apartments are often located around the main street district and may exist on second or third stories above retail or offices. Main streets should have high quality transit service and a good pedestrian environment. *(from Main Street Handbook: A User's Guide to Main Streets)*

Mass - the arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.

Master Plan - a broad planning document that establishes a policy framework for the physical development of an area.

Mixed Model (Income) Housing - housing developments that include both market and non-market units.

Mixed Use Development - the development of land, a building or a structure with three or more different uses such as, but not limited to, residential, office, manufacturing, retail, public, educational, or entertainment, in a compact form.

Mobility - ease of travel

Municipal Land or School Reserve - the Municipal Government Act provides for the dedication of reserve land for schools and parks (including decorative parks, tot lots, neighbourhood parks and linear parks). The amount of land that is required through developer dedication is up to 10% of the parcel to be subdivided less environment reserve and land purchased for expressway and freeway rights-of-way. Municipal and/or school reserves may only be used by a Council or a school authority or by them jointly for:

- a public park;
- public recreation area (e.g., community association use);
- school purposes; and
- to separate areas of land that are used for different purposes.

Natural Area - open space containing unusual or representative biological, physical or historical components. It either retains or has re-established a natural character, although it need not be completely undisturbed.

Non-Market Housing - housing which receives some government funding in order to support individuals or families who cannot afford to pay market rent. Subsidization mechanisms may include rent supplement programs, government owned or financed housing projects and units or projects developed by non-profit, co-operatives, and other benevolent agencies.

Non-Statutory Planning Study - a study or plan that contains policies approved by Council but not adopted by by-law.

Open Space - all land and water areas, either publicly owned or offering public access, that are not covered by structures.

Outline Plan - means a non-statutory plan, usually for a phase of a new community, that establishes the detailed design of the subdivision, including street and lane patterns, utility layout and dedication of reserve land.

Parking Area - a portion of land or of a building set aside for the parking and manoeuvering of motor vehicles.

Pathways - are off-street facilities that are either shared by pedestrians and cyclists or have twinned portions that segregate the two user groups. These pathways lie in Calgary's open spaces and minimize interface with automobiles while providing a facility suitable for recreational and utilitarian use.
Local pathways link neighbourhood parks and local streets to regional pathways.

Regional pathways link together main parks, recreational facilities and schools within a community as well as linking communities to each other and to river pathways.

Pedestrian-oriented or Pedestrian-friendly - an environment designed to make movement (on foot or by wheelchair) fast, attractive and comfortable for various ages and abilities (i.e., visual and hearing impaired, mobility impaired, developmentally challenged, situationally impaired). Considerations include separation of pedestrian and auto circulation, street furniture, clear directional and informational signs, safety, visibility, shade, lighting, surface materials, trees, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps, landscaping, etc.

Permitted Uses - uses that are well-suited to a particular land use district. Applications relating to permitted uses that fully comply with the Land Use Bylaw must be approved.

Policy Area - an area identified by a dominant land use and subject to the policies governing that use.

Principal Building - a building that accommodates the principal use of a site, and may accommodate one or more accessory uses.

Recreational Use - means a public, private or recreational facility or amenity, a joint use site or park or playground that serves the surrounding neighbourhood or community.

Regional Open Space System - the city-wide park and recreation network, which includes the various types of open space, parks, golf courses, etc., as well as the regional pathway system.

Regional Pathway System - the identified city-wide network of both on and off-street routes for cyclist and pedestrian use for recreational and travel purposes.

Reserve Land - lands acquired at the time of subdivision for park and/or school purposes. Such lands are dedicated in accordance with the *Municipal Government Act 1995*, and dedicated as one of the following:
Municipal Reserve (MR) - reserve land used for park purposes;
Municipal School Reserve (MSR) - reserve land used for joint school and park purposes;
School Reserve (SR) - reserve land used for school purposes.

Right-of-Way - a strip of land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use.

Semi-detached Dwelling - a single building designed and built to contain two side-by-side dwelling units, separated from each other by a party-wall extending from foundation to roof.

Single-detached Dwelling - a single residential building containing one dwelling unit only but does not include a mobile home.

Site - an area of land on which a building or use exists for which an application for a development permit is made.

Social Housing - any housing which receives government funding in order to support individuals or families who cannot afford to pay market rent. Social housing can come in many forms, including rent supplement programs, government owned or financed housing projects, and non-profit (third sector) units or projects developed by cooperatives and charitable agencies.

Special Care Facility - means a building or a portion thereof that provides for the care or rehabilitation of one or more individuals in the case of a half-way house or five or more individuals in all other cases, with or without the provision of overnight accommodation, and includes nursing homes, geriatric centres and group homes but does not include hostels, child care facilities and senior citizens' housing.

Special Needs Housing - housing that includes support services and/or physical design not normally provided in housing to specifically accommodate persons with special needs, including the elderly or the physically or mentally disabled.

Stacked Townhouse - a single building comprising five or more dwelling units and constructed such that one or more dwelling units are located totally or partially above another, and each dwelling unit has a separate, direct entrance from grade or a landscaped area.

Street - a public thoroughfare of the City, including sidewalks and borders, which affords a means of access to land abutting it and includes a lane and a bridge.

Streetscape - all the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, interface and setback, pedestrian amenities, street furniture, etc.

Storey - the space between the top of any floor and the top of the next floor above it, and if there is no floor above it, the portion between the top of the floor and the ceiling above it.

Sustainable development - is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Suburb - a community that has been organized in such a way that the fiscal, social and environmental activities that take place within it are capable of being sustained far into the future.

Target Group - an identifiable group of persons demonstrating a set of common characteristics as set by The City in assessing and addressing their specific social and housing needs.

Townhouse - a single building comprising three or more dwelling units separated one from another by party-walls extending from foundation to roof, with each dwelling unit having a separate, direct entrance form grade and includes all row, linked, patio, garden court or other housing that meets such criteria.

Traffic Calming - achieving the slowing of vehicular speeds or reduction in traffic volume by incorporating measures including on-street parking, changes in street surface, reduced street width, signals, traffic circles and roundabouts.

Transit-oriented, transit-friendly, or transit-supportive - the elements of urban form and design that make transit more accessible and efficient. These range from land use elements (e.g., locating higher density housing and commercial uses along transit routes) to design (e.g., street layout that allows efficient bus routing). It also encompasses pedestrian-friendly features as most transit riders begin and end their rides as pedestrians.

Travel Mode - travel methods such as car use, public transit, cycling or walking.

Utilities - facilities for gas, electricity, telephone, cable television, water, storm or sanitary sewer.

Wet Pond - a stormwater storage facility that is designed to retain water in constructed, permanent water bodies that fluctuate with water drainage peaks but hold water at all times. The site is managed for both stormwater quantity and quality objectives. During rainfall events, additional temporary storage is provided above the permanent level. After the rain storm, the water level gradually recedes back to its original level.

Yard, front - the area extending the full width of a site and from the front property line of the site to the nearest building, and its depth shall be measured at right angles to the front property line.

Street Design Terminology

Boulevard - the portion of land on either side of a street, between the curb and the property line, and may include a sidewalk, either separated or immediately adjacent to the road pavement.

Sidewalk - principally used only for pedestrians and located to the side of a carriageway within a road right-of-way.

Walkways, Pedestrian - principally a public linkage for pedestrians only, a right-of-way or easement.

Street Types (Hierarchy)

Arterial - a street designed for high volume through-traffic. In Calgary, this equates to a Major Street, Freeway or Expressway.

Collector Street - an undivided roadway that services secondary traffic generators and traffic within a community. Traffic signals are at major intersections, and direct access is permitted to adjacent properties, except at major intersections. It is distinguished from a primary collector street only by its lower design volume, and may function as a bus route.

Connector Street - a street providing direct links between residential areas and community destinations and between neighbourhoods. This is an alternative street standard to a collector street. Connectors are intended to provide multiple, direct routes to destinations to distribute traffic over more routes. They are intended to carry moderate levels of traffic, provide on-street parking, and can have residential frontage.

Expressway - divided highway with full control of access. Intersections are grade separated only when warranted. Expressways permit relatively unimpeded flow for through-traffic between the major elements of the city.

Freeway - divided highway with full control of access and grade separated at intersections, which provide optimum mobility for through traffic. They connect major points of traffic generation, and generally serve long-trip traffic between large residential areas, industrial or commercial concentrations, and the centre of the city.

Local Street - a discontinuous undivided roadway designed to permit low speed travel within a neighbourhood and direct access to adjacent properties, with intersections at grade and traffic signs or signals provided at intersections with collector streets.

Major Street - a roadway, generally divided with at-grade intersections and traffic signals, designed to collect and distribute traffic to and from freeways and expressways to less important streets, to major traffic generators, and from subdivision to subdivision.

Primary Collector - a divided or undivided roadway designed to collect and distribute traffic from major streets to streets of a lesser standard and to serve secondary traffic generators and traffic within a community, with traffic signals at major intersections and direct access permitted to adjacent properties, except at major intersections. It is distinguished from a collector by its higher design volume, and may function as a bus route.

Appendix II - Acknowledgements

Acknowledgements

The CFB West planning process has been a collaborative planning exercise undertaken by a Plan Preparation Team comprising Canada Lands Company Ltd., The Province of Alberta / Mount Royal College, and The City of Calgary in consultation with a Citizens' Advisory Roundtable (CAR).

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City of Calgary

Aldermen:
Barry Erskine, Ward 11
David Bronconnier, Ward 6
Jon Lord, Ward 8

Inter-governmental Liaison Committee

Hon. Dan Hays
Jocelyn Burgener, MLA
Mayor Al Duerr

Department of National Defence

Consultants

Brown and Associates Planning Group
The Cohos Evamy Partners
Froese Consulting
GPC Communications
IBI
Impax Consulting
Praxis Inc.
Stantec Architecture Ltd.
Stantec Engineering Ltd.
UMA
Graham Edmunds

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